

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY**

Meeting Date: September 20, 2006

Division: Growth Management

Bulk Item: Yes ☐ No ☒

Department: Planning

Staff Contact Person: Aref Joulani/Jose Papa

AGENDA ITEM WORDING:

Approval of a resolution endorsing the findings of the Stock Island/Key Haven US-1 Corridor Enhancement Plan (The Plan) and authorizing the Planning and Environmental Resources Staff to seek funding to analyze the feasibility of the findings and implement the projects proposed in the Plan.

ITEM BACKGROUND:

A US-1 Corridor Enhancement Plan is completed for each community as part of the on-going Livable CommuniKeys Planning process. The plan proposes a number of projects designed to improve the aesthetics and create a sense of place for Stock Island/Key Haven. The study also provides an outline for possible architectural and design guidelines to promote a "sense of place" for Stock Island. Staff seeks direction to move forward to implement the findings of the study.

PREVIOUS RELEVANT BOCC ACTION:

None.

CONTRACT/AGREEMENT CHANGES:

N/A

STAFF RECOMMENDATION:

Approval.

TOTAL COST: N/A

BUDGETED: Yes ☐ N/A ☐ No ☐

COST TO COUNTY:

SOURCE OF FUNDS:

REVENUE PRODUCING: Yes ☐ No ☒

AMOUNT PER MONTH **Year**

APPROVED BY: County Atty ☒ OMB/Purchasing N/A Risk Management N/A

DIVISION DIRECTOR APPROVAL:

TJ/K 8/23/2-6
Ty Symroski

DOCUMENTATION: Included ☒

Not Required ☐

DISPOSITION:

AGENDA ITEM #

RESOLUTION NO. _____ - 2006

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF
MONROE COUNTY, FLORIDA ENDORSING THE FINDINGS
OF THE STOCK ISLAND/KEY HAVEN US-1 CORRIDOR
ENHANCEMENT PLAN AND DIRECTING THE
APPROPRIATE STAFF TO PURSUE FUNDING TO FURTHER
ANALYZE THE FINDINGS OR IMPLEMENT THE PROJECTS
PROPOSED IN THE STUDY.

WHEREAS, the Monroe County Board of County Commissioners makes the following findings of fact:

1. The Livable CommuniKeys Process develops a Community Master Plan for each community in Monroe County.
2. A Corridor Enhancement Plan is part of the exercise in addressing the needs of the community through the Livable CommuniKeys Process.
3. The Florida Department of Transportation has provided funding to Monroe County to complete a series of US-1 Corridor Enhancement Plans in conjunction with the Florida Keys Scenic Highways Program.
4. The Stock Island/Key Haven US-1 Corridor Enhancement Plan was created as part of an intensive community planning process which included a series of discussion sessions, workshops and public meetings between April 2005 and February 2006.
5. These workshops enabled the consultant team to prepare alternative plans to match the community's vision and allowed the community to respond to these alternatives.
6. The overlying goal for this study was to assess and make recommendations to improve traffic flow, identify opportunities for corridor enhancement and beautification, provide focus and scale for pedestrian amenities along the corridor to increase the economic activity, and to assess opportunities for streetscape improvements that would compliment the community's vision for the corridor.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MONROE COUNTY, FLORIDA, THAT

Section 1. The findings of the Stock Island/Key Haven US-1 Corridor Enhancement Plan are hereby endorsed and made the findings of the BOCC.

Section 2. County staff is directed to seek funding to further analyze the findings and implement the projects proposed in the Stock Island/Key Haven US-1 Corridor Enhancement Plan.

PASSED AND ADOPTED by the Board of County Commissioners of Monroe County, Florida, at a regular meeting of said Board held on the 20th day of September, 2006.

Mayor Charles "Sonny" McCoy
Mayor Pro Tem Dixie Spehar
Commissioner George Neugent
Commissioner Mario Di Gennaro
Commissioner Glenn Patton

(Seal)

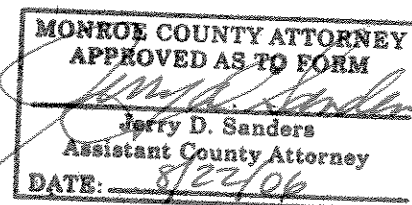
Monroe County Board of Commissioners

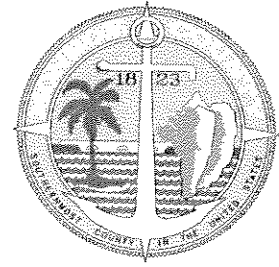
Attest: _____
Clerk of Court

By: _____
Mayor

(Seal)

County Attorney's Office





MEMORANDUM

TO: Board of County Commissioners

THRU: Aref Joulani, Director, Planning and Environmental Resources Department

FROM: Jose Papa, AICP, Comprehensive Planning Manager

RE: Summary of Stock Island/Key Haven US-1 Corridor Enhancement Plan

DATE: August 18, 2006

MEETING DATE: September 20, 2006

Issue:

Staff is requesting the Board of County Commissioner's endorsement on the findings of the Stock Island/Key Haven US-1 Corridor Enhancement Plan (the Plan) and direction to move forward with seeking funding to further develop the proposed projects in the Plan.

Background:

As part of the Livable CommuniKeys planning process, a Corridor Enhancement Plan is completed for the US-1 corridor for Stock Island/Key Haven. These corridor studies are designed to create a community vision for improving the aesthetics of the corridor, creating a sense of place, addressing traffic issues and improving safety for bicyclists and pedestrians.

The Planning and Environmental Resources staff with the assistance of the consultant team of The Corradino Group conducted discussion sessions and public workshops to garner public input and comment.

It is important to note that the proposed alternatives in the document are at a conceptual stage. Additional levels of analysis and studies (such as a traffic study) will have to be conducted to measure the feasibility of any of the proposed alternative designs.

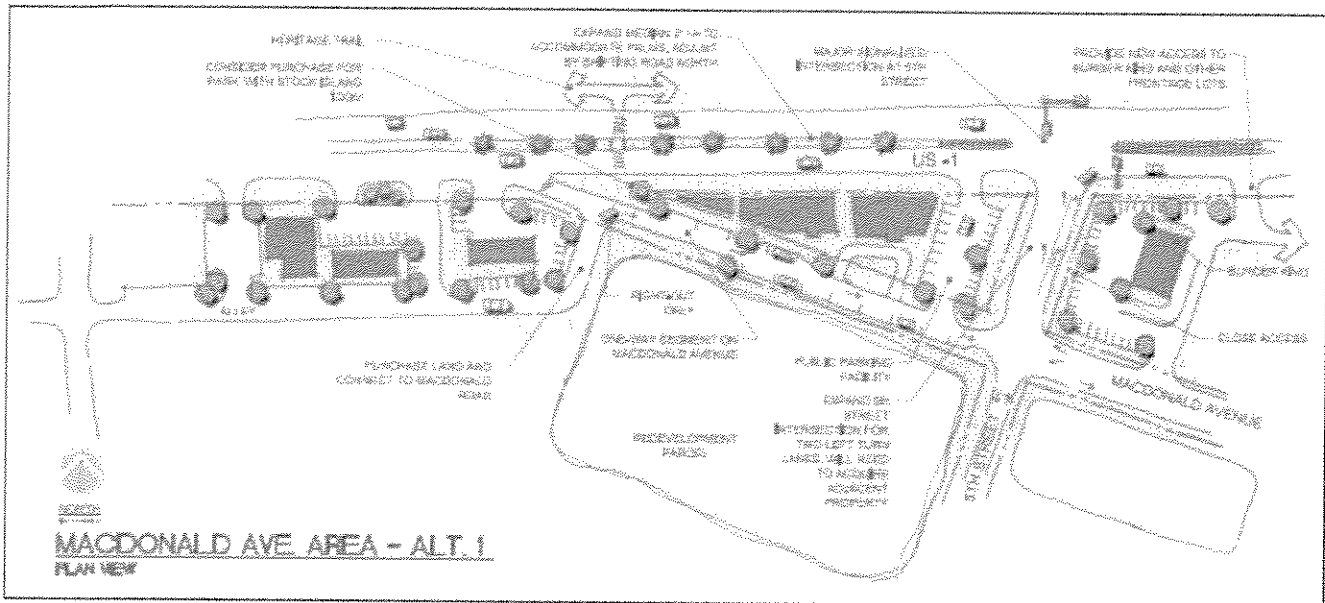
Furthermore, funding will have to be identified to complete the additional analysis and design. Funding could come from the Florida Department of Transportation (FDOT), roadway impact fees or through grants.

Listed below are the design concepts that were developed as a result of public workshops and discussion sessions. These sections are:

- MacDonald Ave. Alternatives 1 and 2,
- Cross St.,
- 3rd St.,
- Typical Streetscape Section near Cross St.,
- Typical US-1 Median,
- Typical Streetscape Plan View near Cross St.,
- Typical Corridor Section with Alley, and
- Boat Ramp Area Plan View.

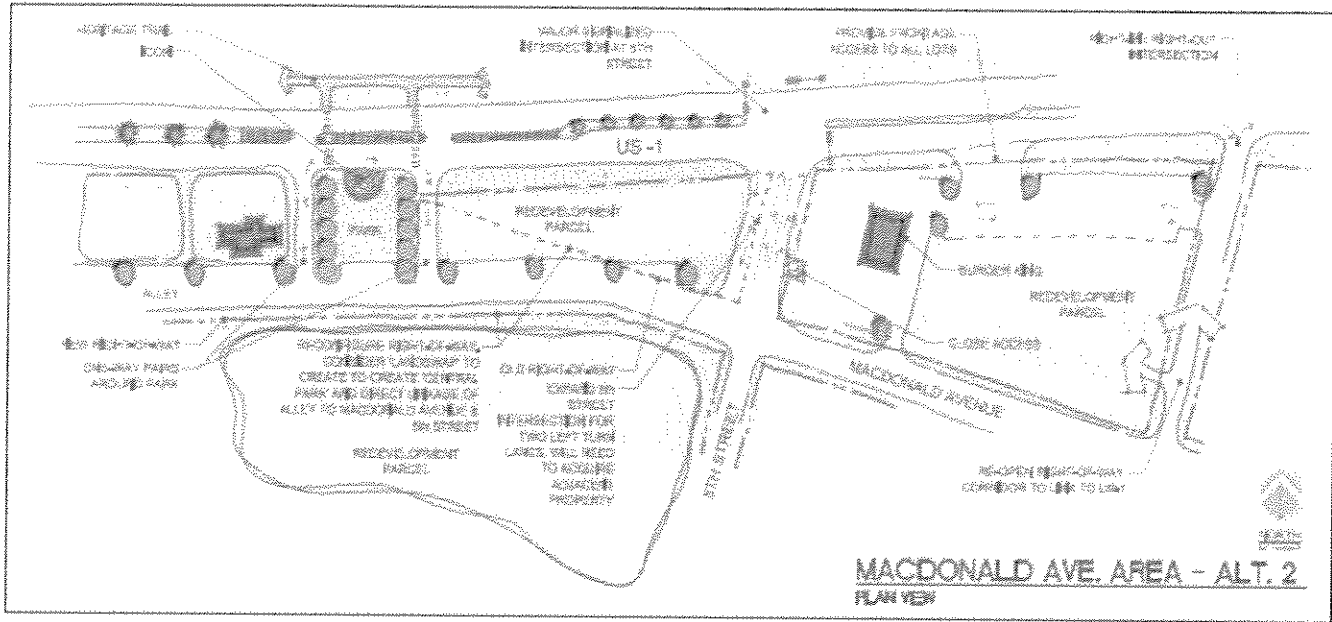
Due to the limitations in quality of reproducing the illustrations for this staff report, please refer to the complete corridor enhancement plan for details of the illustrations.

Alternative 1 MacDonald Avenue Area



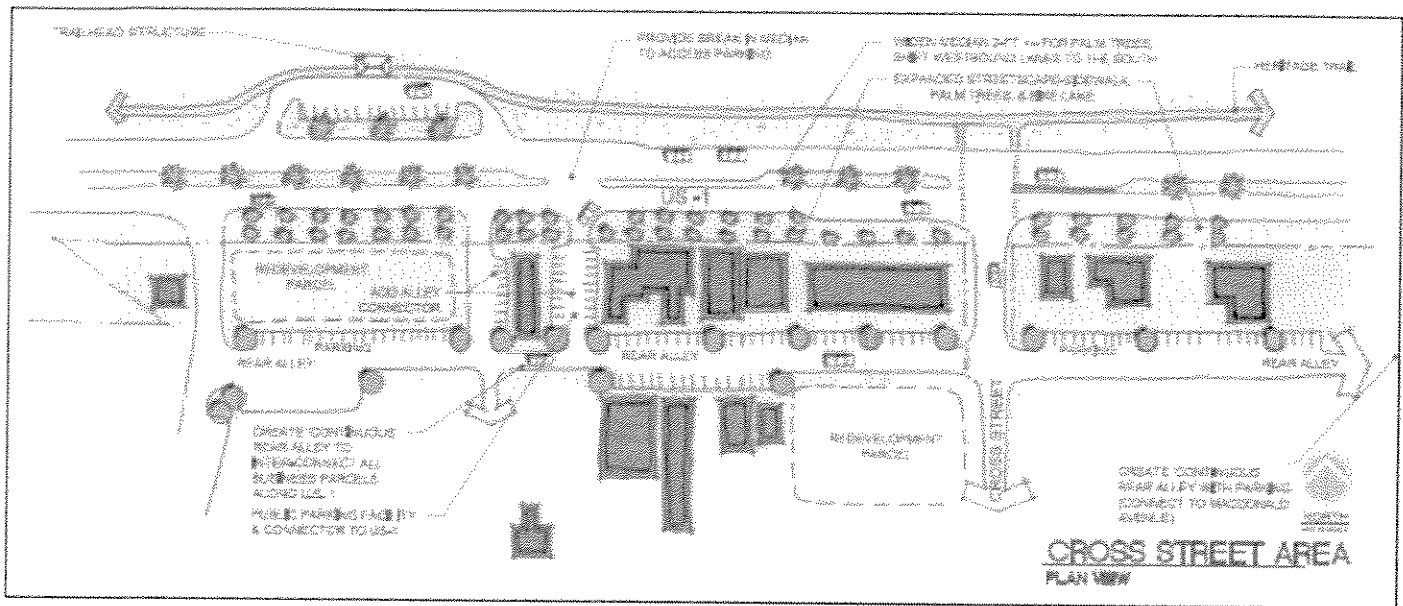
Alternative 1 proposes a one-way segment along MacDonald Avenue from US-1 to 5th Street and a two way segment beginning at 5th Street. Purchase of land south of businesses fronting US-1 is recommended in order to allow for an alley that connects to MacDonald Avenue. A public parking facility is featured on the northwest corner of MacDonald Avenue and 5th Street intersection. US-1 and 5th Street intersection is expanded to accommodate two left turn lanes. Western section of existing pie-shaped parcel located at MacDonald Avenue and US-1 intersection should be acquired by the county in order to establish a park that features a Stock Island "Icon." The existing US-1 median is expanded by approximately 2 feet in order to accommodate salt-tolerant native palm species along the median.

Alternative 2 MacDonald Avenue Area



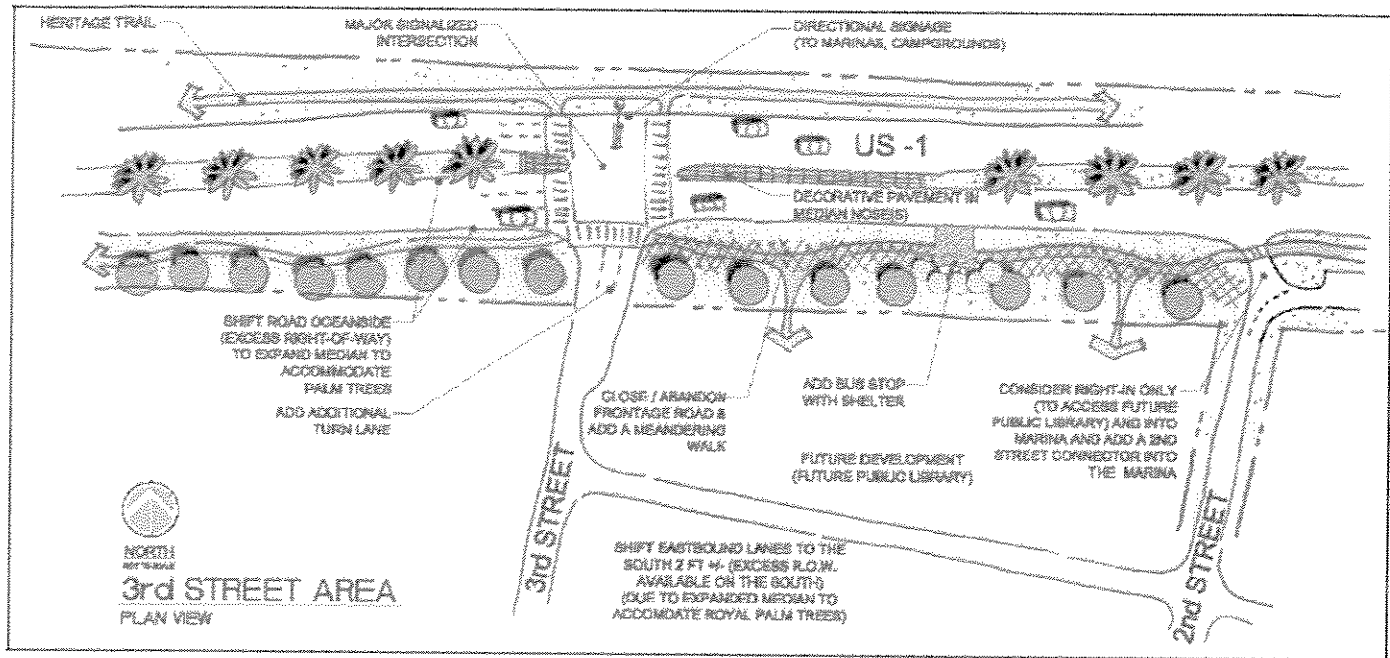
Alternative 2 features a reconfigured right of way along MacDonald Avenue in order to establish a central park and provide direct linkage between the alley, MacDonald Avenue, and 5th Street. Right-of-way along the 4th Street corridor is reopened to provide linkage to US-1. US-1 at 5th Street is converted to a major signalized intersection. Property located immediately west of 5th Street and US-1 intersection should be acquired in order to accommodate two left turn lanes. Alternative 2 is the preferred alternative for the MacDonald Avenue Area.

Cross Street Area



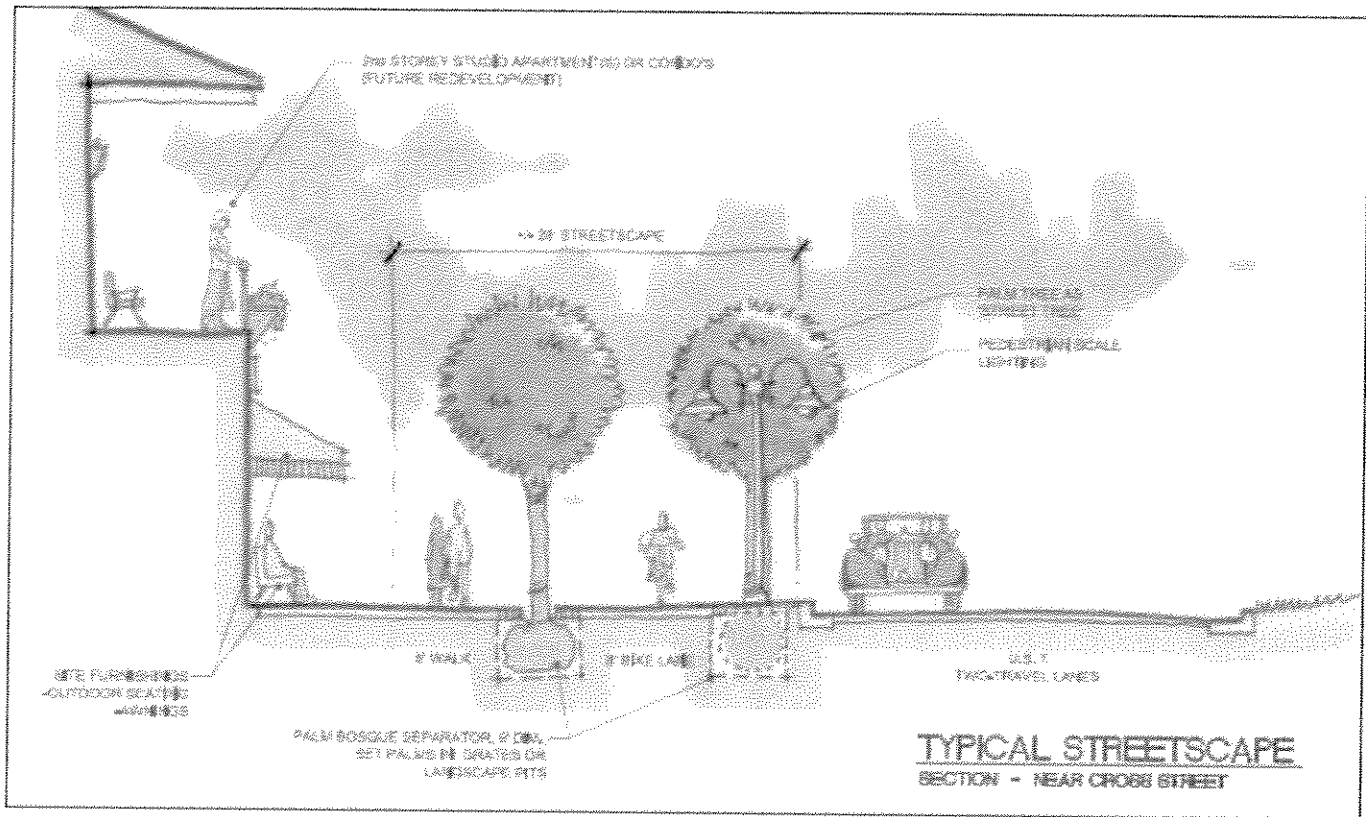
Streetscape and sidewalk along the ocean side of US-1 are expanded to accommodate Palm trees and a bicycle lane. The existing US-1 median is expanded by approximately 2 feet in order to accommodate palms along the median. A continuous rear alley with parking is provided to connect all business parcels along US-1. Rear alley also connects to MacDonald Avenue. Two alley connectors providing access to US-1 are provided as well as a public parking facility.

3rd Street Area



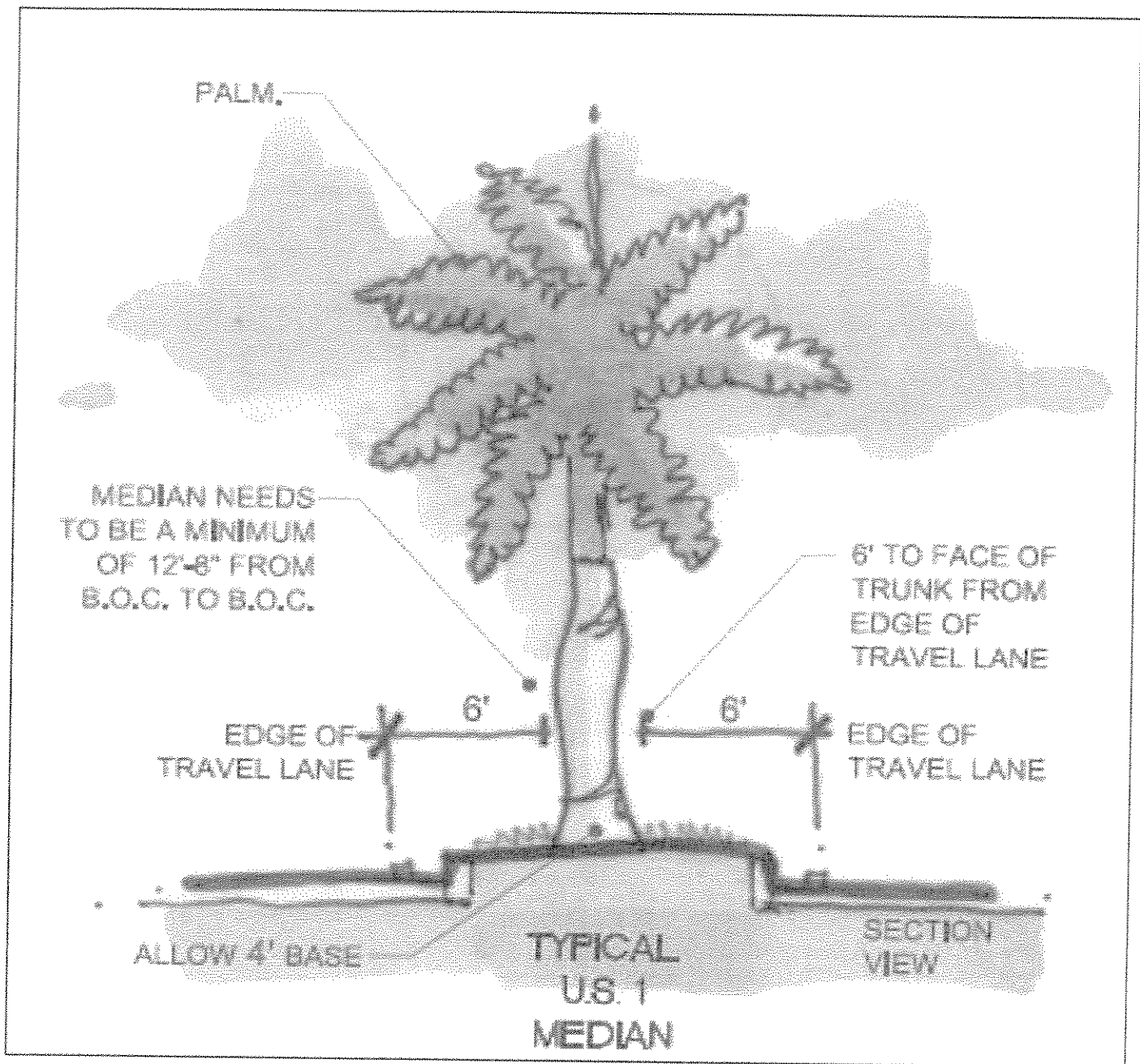
US-1 at 3rd Street is converted to a major signalized intersection and a turn lane is added. Eastbound lanes are shifted south approximately 2 feet in order to accommodate expansion of the median for palm trees. Frontage Road between 3rd Street and 2nd Street is abandoned and converted into a meandering walkway. A connector to the marina is provided on 2nd Street. Right-in only access off US-1 is provided for the future public library.

Typical Streetscape Section near Cross Street



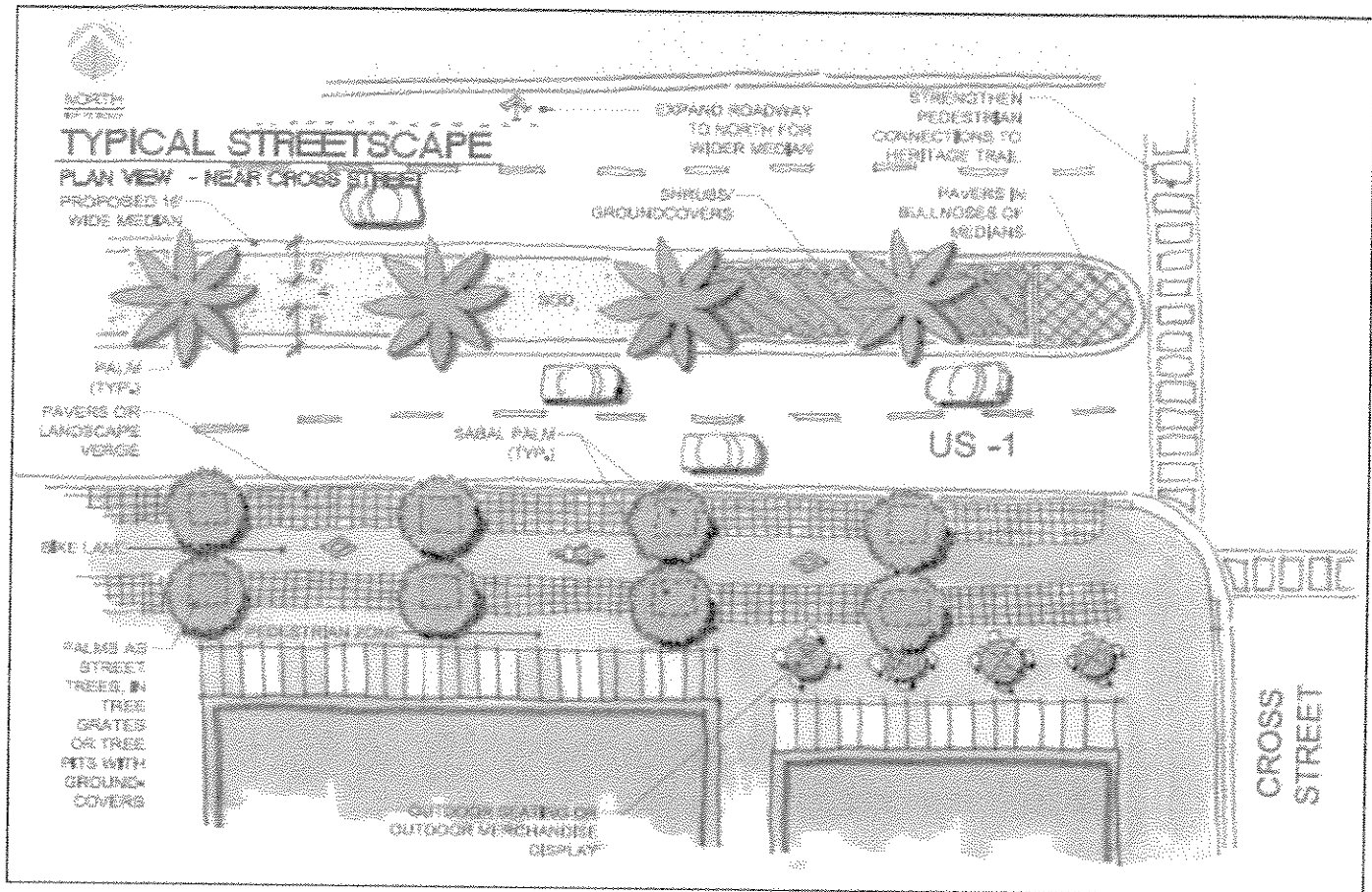
The typical section near Cross Street features approximately 28 feet of streetscape area which includes an 8 foot pedestrian walkway, 8 foot bicycle lane and pedestrian scale lighting fixtures. Site furnishings include outdoor seating and awnings. Future redevelopment features 2nd story studio apartments or condominiums. Palm trees that are salt-tolerant native palm species are set in grates or landscape pits which include palm bosque separators approximately 6 feet in diameter.

Typical US-1 Median



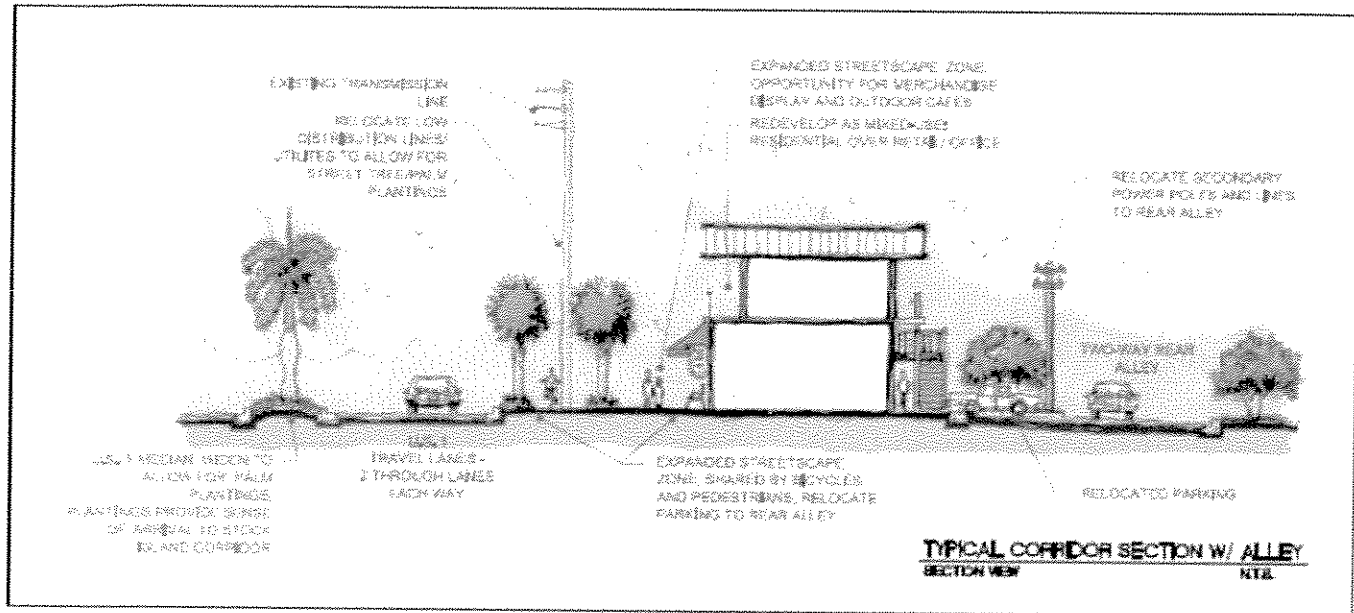
Typical US-1 median features 6' open area between face of tree trunk and edge of travel lane. In addition, median needs to be a minimum of 12'-8" from back of curb (B.O.C.) to back of curb. Overall, median will feature palms that are salt-tolerant native palm species and have a 4 foot base.

Typical Streetscape Plan View near Cross Street

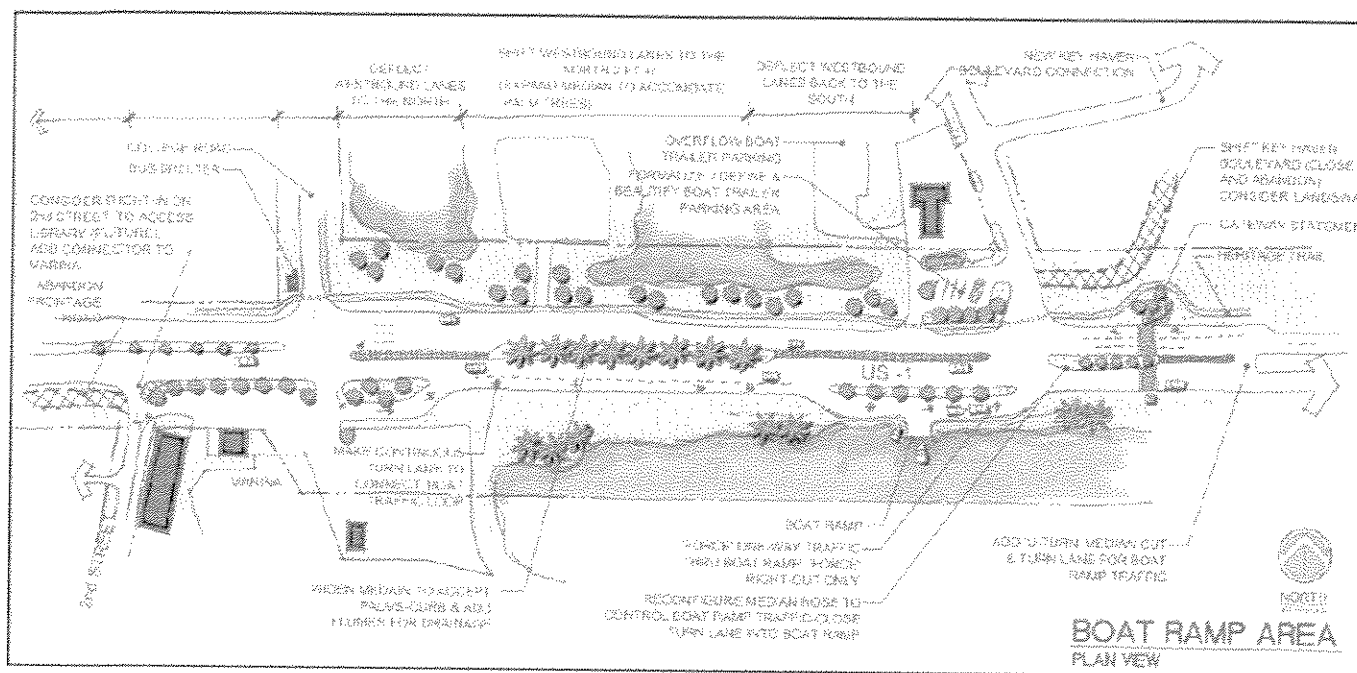


The typical streetscape near Cross Street features areas for outdoor seating or outdoor merchandise display. The bicycle lane (minimum 4' wide) and pedestrian zone is lined with pavers and Sable Palm trees, each planted in tree grates or tree pits with ground covers. Roadway along the westbound portion of US-1 is expanded north to allow for a 16 foot wide center median which features palms, shrubs, and pavers on median bullnose.

Typical Corridor Section with Alley



Expanded streetscape zone features a bicycle lane and pedestrian zone. In addition, areas along streetscape fronting retail/business are provided for outdoor cafes and merchandise display opportunities. Low-lying distribution power lines and secondary power poles are relocated to rear alley to allow for street tree/Palm plantings. Retail/business parking is relocated to rear alley. The US-1 median is widened in order to accommodate palms which provide a sense of arrival to the project corridor.



Frontage road near 2nd Street is abandoned and right-in on 2nd Street is provided to access the future library. A connector to the marina is also added. A bus shelter is provided at East College Road and US-1 intersection. US-1 westbound lanes are shifted north approximately 2 feet to allow for an expanded median to accommodate palm trees. One-way traffic as well as right-out only through existing boat ramp is provided. Median nose near Key Haven Road is reconfigured to control boat ramp traffic by closing off turn lane into boat ramp. Overflow boat trailer parking near Key Haven Road and US-1 intersection is formalized and beautified. US-1 westbound lanes near Key Haven Road are deflected back to the south. A gateway statement is provided along the Florida Keys Overseas Heritage Trail east of Key Haven Road and US-1 intersection. A U-turn median cut and turn lane for boat ramp traffic is provided along US-1 east of proposed gateway statement.

Recommendation

Approval of the resolution.



Table of Contents

1.0	Executive Summary	2
2.0	Introduction	13
3.0	Study Area Demographics	14
3.1	Stock Island/Key Haven/Cow Key Area Demographics	15
3.2	Boca Chica/Sugarloaf Keys: Populations North of Project Area	15
4.0	Project Kick-Off and Public Involvement	16
5.0	Study Corridor Constraints and Opportunities	19
5.1	Safety Issues	19
5.2	Visual Clutter	21
5.3	Bicycle and Pedestrian Issues	22
5.4	Landscaping	23
5.4.1	Median Landscaping	23
5.4.2	Bayside Landscaping	25
5.4.3	Oceanside Landscaping	26
5.5	Parking	27
5.5.1	Parking along Oceanside of Project Corridor	27
5.6	Access Management	28
5.6.1	Access Management Issues West of MacDonald Avenue	28
5.6.2	Access Management Issues East of MacDonald Avenue	28
5.6.3	Boca Chica Bridge	29
5.7	Historic and Architectural Resources	29
5.8	Project Corridor Intersections	30
5.8.1	US-1 at West College Road Intersection	30
5.8.2	US-1 at Cross Street Intersection	30
5.8.3	US-1 at MacDonald Avenue Intersection	31
5.8.4	Jolly's Beer, Wine and Liquor near US-1 and 5 th Street	32
5.8.5	US-1 at 5 th Street Intersection	32
5.8.6	US-1 at 3 rd Street Intersection	32
5.8.7	US-1 at Key Haven Road Intersection	33
6.0	Conceptual Design Alternative	34
6.1	Stock Island Architectural Style	34
6.2	Architectural References	35
6.3	Schematic Design Concepts	36
Appendix A – Public Charrette		
Appendix B – Public Meeting		
Appendix C – Federal Keys Credit Union Site Plan		



1.0 Executive Summary

The Monroe County Growth Management Division, in cooperation with the Florida Department of Transportation (FDOT), initiated a series of Corridor Enhancement Plans along the US-1 Corridor in Monroe County, Florida, to identify and analyze existing design conditions and formulate a vision for a corridor enhancement plan that is based on community and agency consensus. The Corridor Enhancement Plans are segmented into several sub-regional areas along the US-1 Corridor and this report focuses on the Stock Island/Key Haven US-1 Corridor, beginning at approximately Mile Marker 6 and ending at Mile Marker 4.2. The overlying goal for this study was to assess and make recommendations to improve traffic flow, identify opportunities for corridor enhancement and beautification, provide focus and scale for pedestrian amenities along the corridor to increase economic activity, and provide to assess opportunities for streetscape improvements that would compliment the community's vision for this corridor.

The Stock Island/Key Haven Corridor Enhancement Plan was accomplished with agency and public community input that included a Public Charrette and a follow-up public meeting. The study was closely coordinated with other studies in the project area, including the Monroe County Livable Community Keys Plan, Florida Keys Overseas Heritage Trail Master Plan, Stock Island Harbor Preservation/Redevelopment Area Study, and Historic Architectural Survey of Unincorporated Areas of Monroe County, Florida.

The Project Team organized and conducted an inter-agency on-site "Kick-Off" assessment on April 15, 2005 to perform a thorough review of the existing conditions along the project corridor. The following agencies were represented at the Kick-Off meeting: City of Key West, Monroe County Growth Management Division, Florida Department of Transportation,



Florida Keys Scenic Highway, and Office of Greenways and Trails, Florida Department of Environmental Protection. Public Involvement was integral to the development of this plan. In addition to incorporating the public opinions already conveyed in the Stock Island Harbor Preservation/Redevelopment Area Study and other local area studies, a Public Charrette was conducted on July 26, 2005 which provided a forum for the local community to question and discuss enhancements to the project corridor. On February 8, 2006, the project team presented the finalized draft study and graphics to the community via a public presentation. During the public presentation, the project team received additional comments and incorporated this feedback in order to develop a final corridor concept that is acceptable to the community, County, and other affected agencies.

As a result of these efforts, several design concepts for the project corridor were developed:

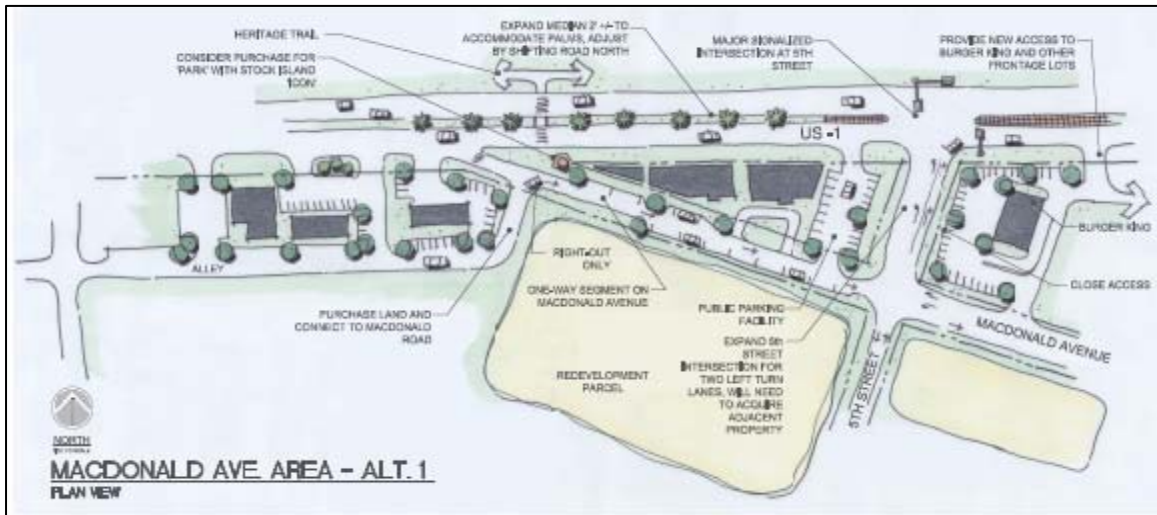
- Alternative 1 MacDonald Avenue Area
- Alternative 2 MacDonald Avenue Area
- Cross Street Area
- 3rd Street Area
- Typical Streetscape Section near Cross Street
- Typical US-1 Median
- Typical Streetscape Plan View near Cross Street
- Typical Corridor Section with Alley
- Boat Ramp Area Plan View



A summary of each of these concepts is provided in the following pages.



Alternative 1 MacDonald Avenue Area



Alternative 1 proposes a one-way segment along MacDonald Avenue from US-1 to 5th Street and a two way segment beginning at 5th Street. Purchase of land south of businesses fronting US-1 is recommended in order to allow for an alley that connects to MacDonald Avenue. A public parking facility is featured on the northwest corner of MacDonald Avenue and 5th Street intersection. US-1 and 5th Street intersection is expanded to accommodate two left turn lanes. Western section of existing pie-shaped parcel located at MacDonald Avenue and US-1 intersection should be acquired by the county in order to establish a park that features a Stock Island “Icon.” The existing US-1 median is expanded by approximately 2 feet in order to accommodate salt-tolerant native palm species along the median.



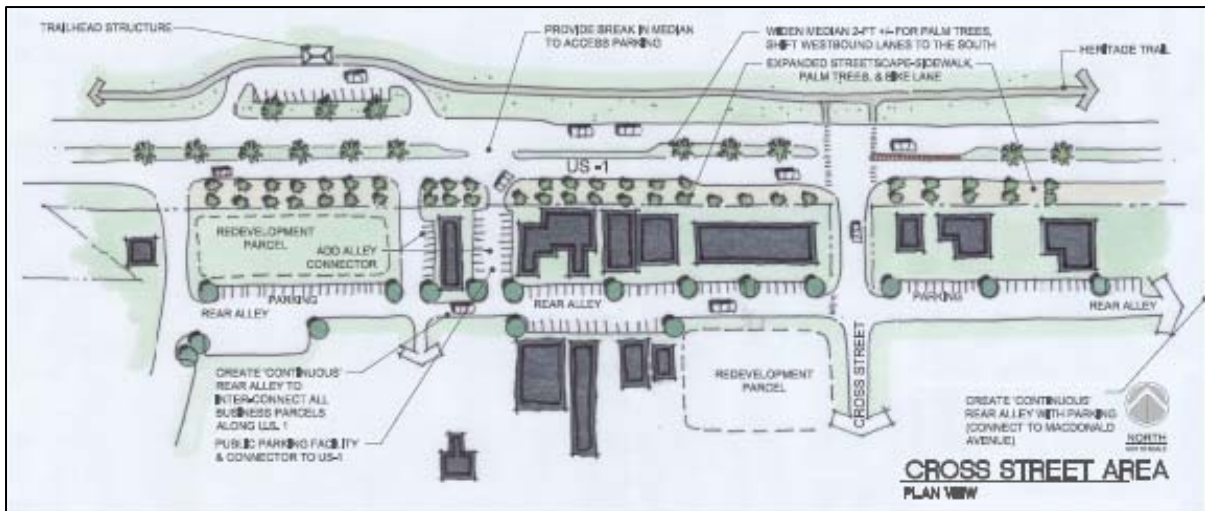
Alternative 2 MacDonald Avenue Area



Alternative 2 features a reconfigured right of way along MacDonald Avenue in order to establish a central park and provide direct linkage between the alley, MacDonald Avenue, and 5th Street. Right-of-way along the 4th Street corridor is reopened to provide linkage to US-1. US-1 at 5th Street is converted to a major signalized intersection. Property located immediately west of 5th Street and US-1 intersection should be acquired in order to accommodate two left turn lanes. Alternative 2 is the preferred alternative for the MacDonald Avenue Area.



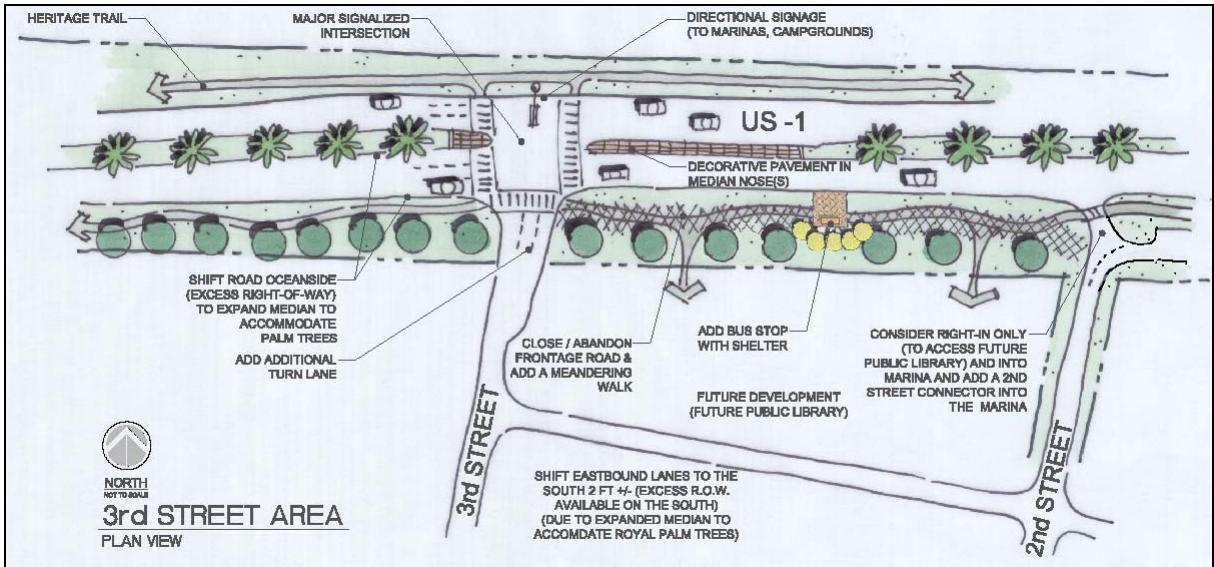
Cross Street Area



Streetscape and sidewalk along the ocean side of US-1 are expanded to accommodate Palm trees and a bicycle lane. The existing US-1 median is expanded by approximately 2 feet in order to accommodate palms along the median. A continuous rear alley with parking is provided to connect all business parcels along US-1. Rear alley also connects to MacDonald Avenue. Two alley connectors providing access to US-1 are provided as well as a public parking facility.



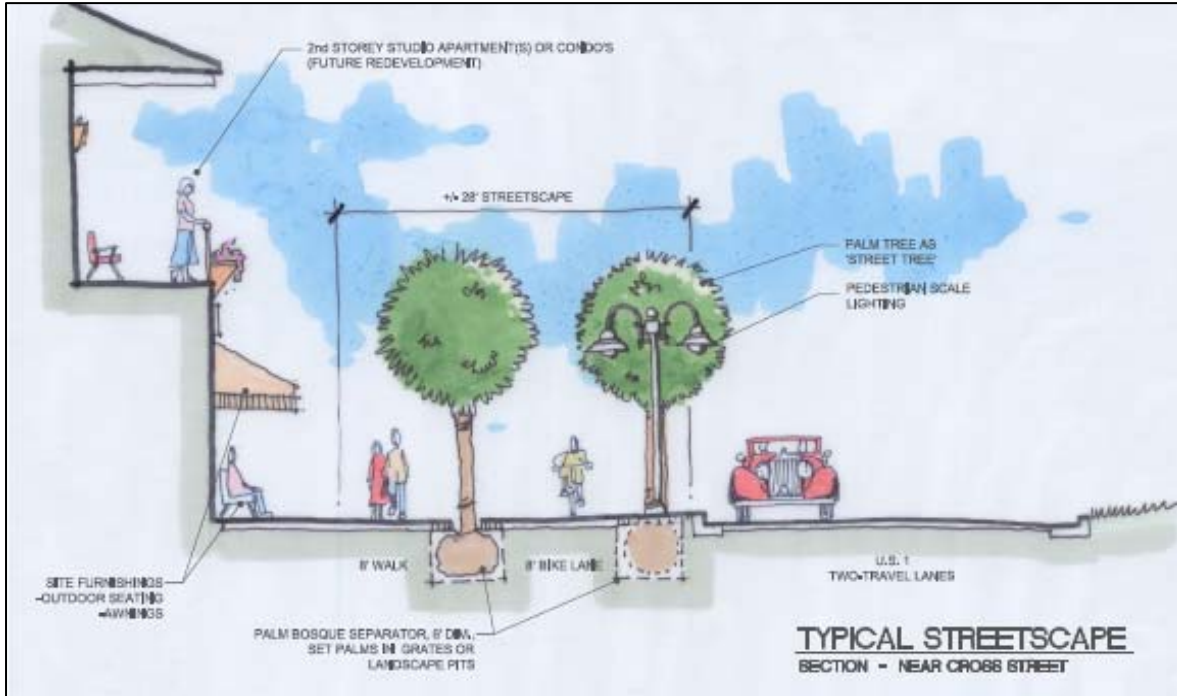
3rd Street Area



US-1 at 3rd Street is converted to a major signalized intersection and a turn lane is added. Eastbound lanes are shifted south approximately 2 feet in order to accommodate expansion of the median for palm trees. Frontage Road between 3rd Street and 2nd Street is abandoned and converted into a meandering walkway. A connector to the marina is provided on 2nd Street. Right-in only access off US-1 is provided for the future public library.



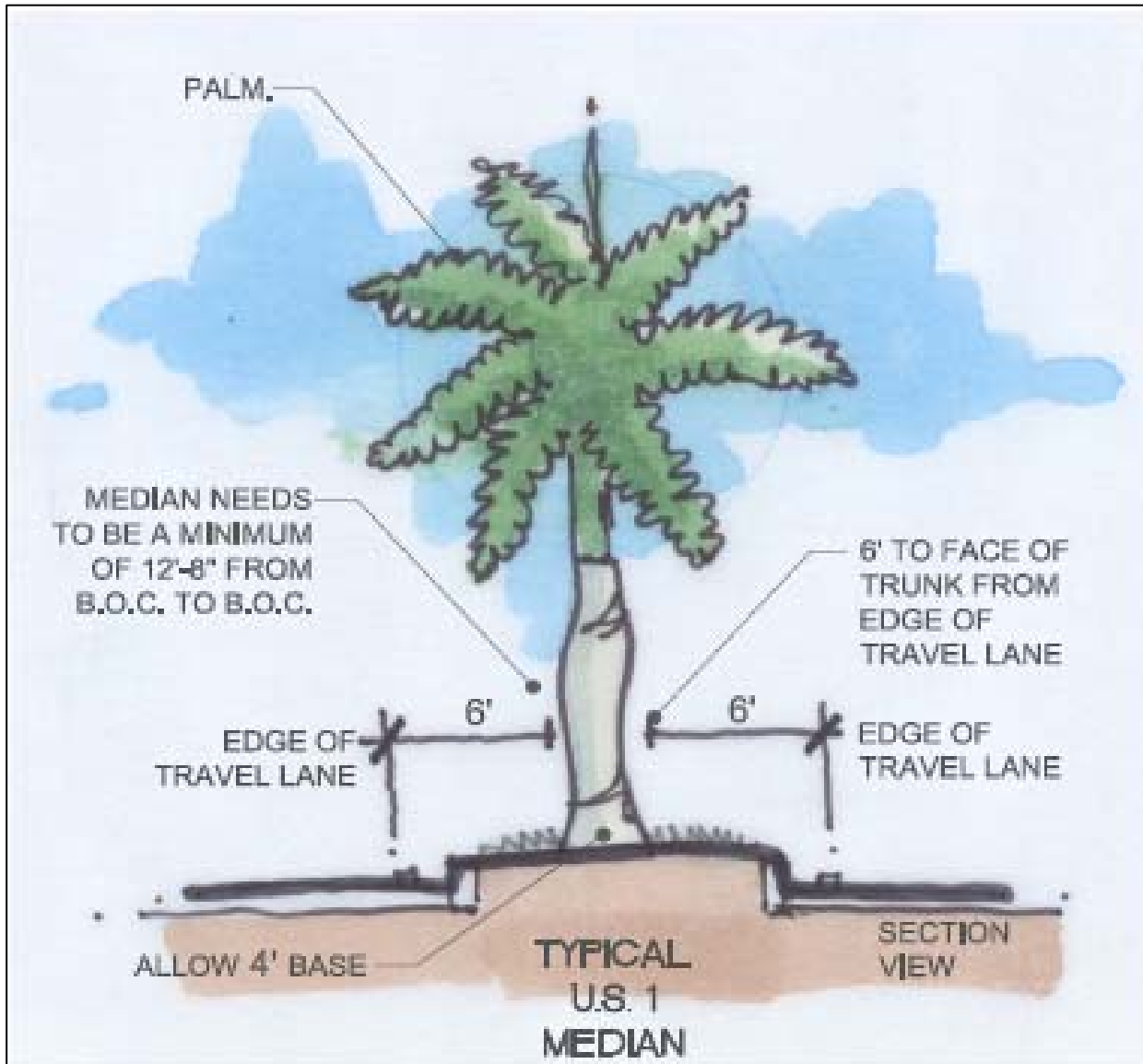
Typical Streetscape Section near Cross Street



The typical section near Cross Street features approximately 28 feet of streetscape area which includes an 8 foot pedestrian walkway, 8 foot bicycle lane and pedestrian scale lighting fixtures. Site furnishings include outdoor seating and awnings. Future redevelopment features 2nd story studio apartments or condominiums. Palm trees that are salt-tolerant native palm species are set in grates or landscape pits which include palm bosque separators approximately 6 feet in diameter.



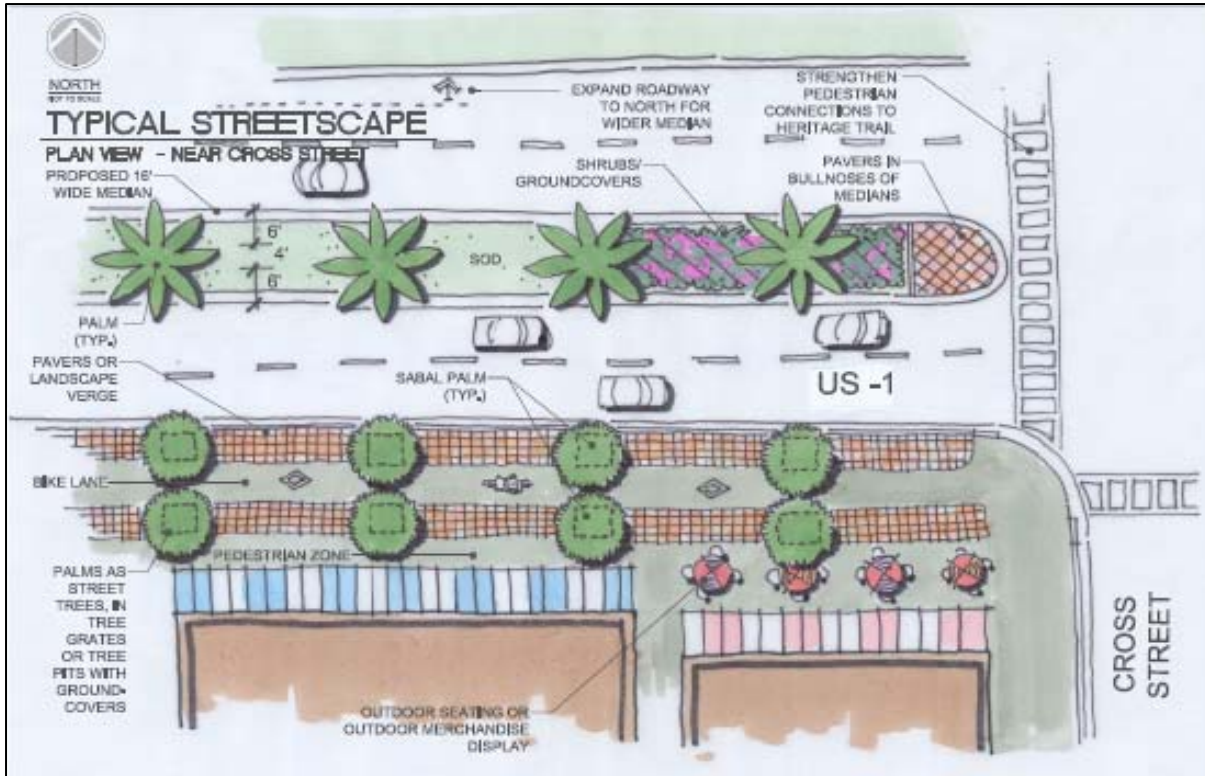
Typical US-1 Median



Typical US-1 median features 6' open area between face of tree trunk and edge of travel lane. In addition, median needs to be a minimum of 12'-8" from back of curb (B.O.C.) to back of curb. Overall, median will feature palms that are salt-tolerant native palm species and have a 4 foot base.



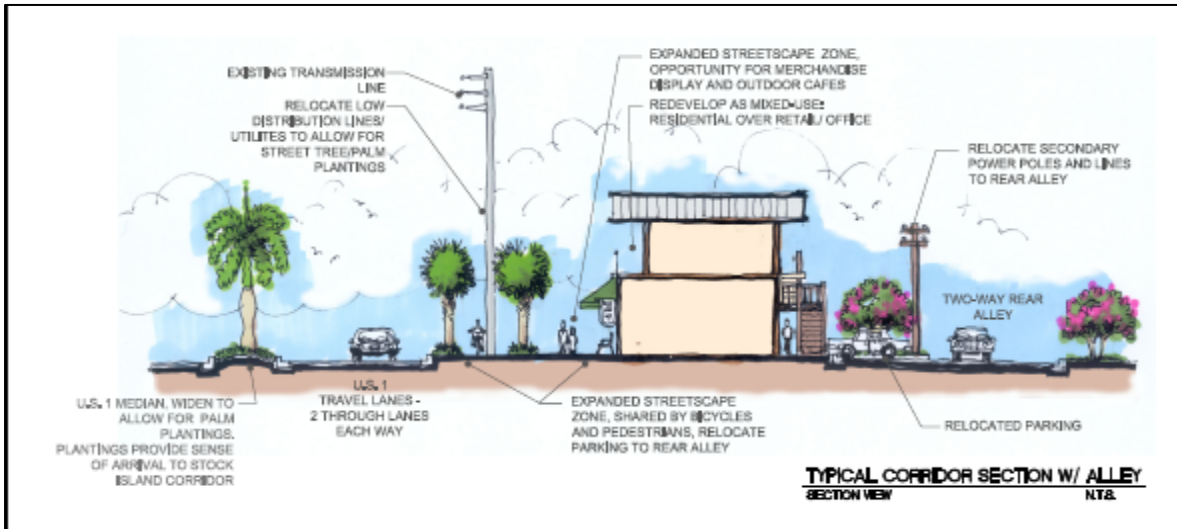
Typical Streetscape Plan View near Cross Street



The typical streetscape near Cross Street features areas for outdoor seating or outdoor merchandise display. The bicycle lane (minimum 4' wide) and pedestrian zone is lined with pavers and Sable Palm trees, each planted in tree grates or tree pits with ground covers. Roadway along the westbound portion of US-1 is expanded north to allow for a 16 foot wide center median which features palms, shrubs, and pavers on median bullnose.



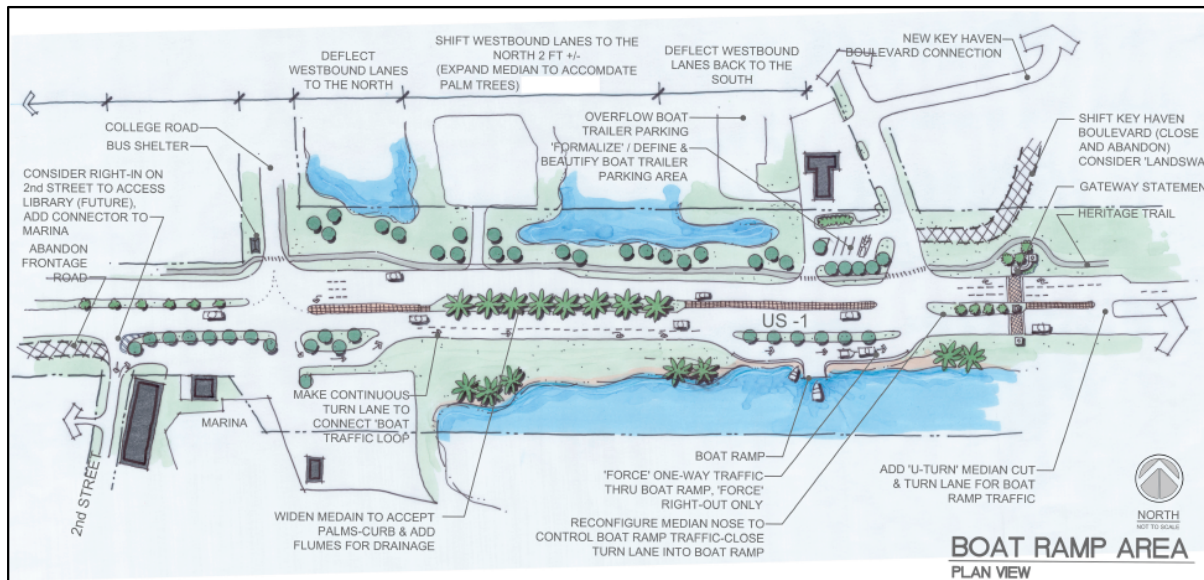
Typical Corridor Section with Alley



Expanded streetscape zone features a bicycle lane and pedestrian zone. In addition, areas along streetscape fronting retail/business are provided for outdoor cafes and merchandise display opportunities. Low-lying distribution power lines and secondary power poles are relocated to rear alley to allow for street tree/Palm plantings. Retail/business parking is relocated to rear alley. The US-1 median is widened in order to accommodate palms which provide a sense of arrival to the project corridor.



Boat Ramp Area Plan View



Frontage road near 2nd Street is abandoned and right-in on 2nd Street is provided to access the future library. A connector to the marina is also added. A bus shelter is provided at East College Road and US-1 intersection. US-1 westbound lanes are shifted north approximately 2 feet to allow for an expanded median to accommodate palm trees. One-way traffic as well as right-out only through existing boat ramp is provided. Median nose near Key Haven Road is reconfigured to control boat ramp traffic by closing off turn lane into boat ramp. Overflow boat trailer parking near Key Haven Road and US-1 intersection is formalized and beautified. US-1 westbound lanes near Key Haven Road are deflected back to the south. A gateway statement is provided along the Florida Keys Overseas Heritage Trail east of Key Haven Road and US-1 intersection. A U-turn median cut and turn lane for boat ramp traffic is provided along US-1 east of proposed gateway statement.



2.0 Introduction

The Monroe County Growth Management Division, in cooperation with the Florida Department of Transportation (FDOT), initiated a series of Corridor Enhancement Plans along the US-1 Corridor in Monroe County, Florida, to identify and analyze existing design conditions and formulate a vision for a corridor enhancement plan that is based on community and agency consensus. The Corridor Enhancement Plans are segmented into several sub-regional areas along the US-1 Corridor and this report focuses on the Stock Island/Key Haven US-1 Corridor, beginning at approximately Mile Marker 6 and ending at Mile Marker 4.2. The overlying goal for this study was to assess and make recommendations to improve traffic flow, identify opportunities for corridor enhancement and beautification, provide focus and scale for pedestrian amenities along the corridor to increase economic activity, and provide to assess opportunities for streetscape improvements that would compliment the community's vision for this corridor.

The Stock Island/Key Haven Corridor Enhancement Plan was accomplished with agency and public input, including a Public Charrette and a follow-up public meeting, and the study was closely coordinated with other studies in the project area, including the Monroe County Livable Community Keys Plan, Florida Keys Overseas Heritage Trail Master Plan, Stock Island Harbor Preservation/Redevelopment Area Study, and Historic Architectural Survey of Unincorporated Areas of Monroe County, Florida.



3.0 Study Area Demographics

The study area is situated within the Lower Keys and the areas that comprise this sub-region include: Key West, Stock Island, Key Haven, Cow Key, Boca Chica Key, and Unincorporated Monroe County. Approximately 42% of the total Monroe County population resides in this sub-regional area, with the City of Key West being the most densely populated island in the Lower Keys region as well as Monroe County. According to Census data, Key West comprises 13,306 housing units and 11,016 households with an average of 2 persons per household. The average age of Key West resident is 38.9 years, slightly above the Florida average of 36.5 years. The majority of the Key West's population is between the ages of 20 to 64 and more than five million visitors per year travel to Key West. During special tourist events in Key West, such as Fantasy Fest, the population can approach an estimated total of 75,000.

Study Area Population by Sub-Region

<i>Sub-Regional Areas</i>	<i>Total Population</i>
Boca Chica Key	2,845
Key Haven/Cow Key	5,405
Stock Island/Key West	5,634
Key West	19,846
<i>Grand Total</i>	<i>33,730</i>



3.1 Stock Island/Key Haven/Cow Key Area Demographics

Key West's neighboring land mass to the north is Stock Island which covers 0.91 square miles. Though not as densely populated as Key West, Stock Island has 1,855 housing units and 1,713 households with an average of 2 persons per household.

3.2 Boca Chica/Sugarloaf Keys: Population North of Project Area

Populated areas north of the study area include Boca Chica and Sugarloaf Keys. Boca Chica is approximately three miles long and two and one-half miles wide and houses the Naval Air Station Key West (NAS Key West), which was commissioned in 1917. This is one of the last major landmarks before entering Key West.



4.0 Project Kick-Off and Public Involvement

The Project Team organized and conducted an inter-agency on-site “Kick-Off” assessment on April 15, 2005 to perform a thorough review of the existing conditions along the project corridor. The following agencies were represented at the Kick-Off meeting: City of Key West, Monroe County Growth Management Division, Florida Department of Transportation, Florida Keys Scenic Highway, and Office of Greenways and Trails, Florida Department of Environmental



Protection. Prior to this assessment, the Project Team coordinated with various government agencies to collect relevant data pertaining to the corridor, including: traffic data, corridor right-of-way, environmental studies, aerial photographs, building setback, zoning and land use requirements, above ground utility information, mature tree locations, existing digital surveys and any other relevant data. During the “Kick-Off” assessment, the Project Team examined existing conditions along the corridor to understand the prevailing corridor constraints and opportunities. The Project Team also collected and reviewed the following studies that were relevant to the study area: Monroe County Livable Community Keys Plan, Florida Keys Overseas Heritage Trail Master Plan, Stock Island Harbor Preservation/Redevelopment Area Study, and Historic Architectural Survey of Unincorporated Areas of Monroe County, Florida.

Public Involvement was integral to the development of this plan. In addition to incorporating the public opinions already conveyed in the Stock Island Harbor Preservation/Redevelopment and other local area studies, a Public Charrette was conducted



on July 26, 2005 that encompassed two sessions during the early afternoon and evening. The Public Charrette provided a forum for the local community to question and discuss enhancements to the project corridor. In an effort to continue providing opportunities for public input and comment, arials of the project corridor were available for public viewing after the charrette at a local project team office in Stock Island. For a complete and detailed summary of the Public Charrette conducted during the course of this study, please reference Appendix A of this report.

Initially, the use of aerial photography, as well as field reviews, was utilized to identify existing opportunities and constraints along the project corridor. However, as the study progressed, public input was integral in identifying various



other corridor issues, including incorporation of local artwork along the project corridor and palms along the median. The public charrette was held at the Key West Baptist Temple Fellowship Hall and featured two sessions: 3:00pm – 5:00pm and 7:00pm – 9:00pm. Other public outreach efforts consisted of door to door visits to approximately 75% of businesses in Stock Island/Key



Haven area. In addition, invitational flyers were posted in Florida Keys Community College, Coral Hammock, Hospital, Juvenile Detention Center, Golf Course, Condominiums, Boyd's Campground and other businesses throughout Stock Island. Community stakeholders owners were also notified via phone and e-mail. Radio announcements were aired from July 22 through July 26, 2005 on local Clear Channel Radio Stations: WKEY-FM, WEOV 92.7, WAIL 99 and WKWE.



All public comments and concerns identified during the public charrette were reviewed by the Project Team. Based on public comments, the team incorporated additional enhancement concepts while balancing the community needs and goals of the County. On February 8, 2006, the project team presented the finalized draft study and graphics to the community via a public presentation. Invitational post cards were mailed and a notice was published in the Key West Citizen on January 28, 2006. The presentation was held at the Key West Baptist Temple Fellowship Hall and featured two presentations each followed by public comment sessions: 5:00pm -6:30pm and 6:30pm - 8:00pm. Copies of the finalized draft report and graphics were available for public review during the meeting. The project team received additional comments and incorporated this feedback in order to develop a final corridor concept that is acceptable to the community, County, and other affected agencies.





5.0 Study Corridor Constraints and Opportunities



The study area roadway pavement is in excellent condition following a recent resurfacing project by the Florida Department of Transportation (FDOT). The project corridor features a four lane facility with a raised median and exclusive left turns at major intersections. Annual average daily traffic volumes are approximately 41,000, indicative of a peak hour, peak direction Level-of-Service E (LOS E). Travel times as well as overall speeds are reduced due to close proximity of traffic signals and driveways. A detailed traffic operations study of the project corridor and major intersections is recommended as a follow-up to this study. The following issues relative to the Study Corridor Constraints and Opportunities are discussed in this section: Safety Issues; Visual Clutter; Bicycle and Pedestrian Issues; Landscaping; Parking; Access Management; Boca Chica Bridge; Historic and Architectural Resources; and Study Area Intersections.

5.1 Safety Issues

Safety concerns along the project corridor include lack of a side walk and/or separators between travel surface and retail/business parking areas on the oceanside of US-1. This deficiency creates a dangerous situation for pedestrians, bicyclists and vehicles. There is a general lack of safe access to the Florida Keys Overseas Heritage Trail from the oceanside of the corridor.





Expanded public right-of-way fronting the Shell Gas Station at Key Haven Road is currently used for truck/boat parking. Safety issues associated with this truck/boat parking include misalignment between the exit of the boat ramp loop and Key Haven Road. Boaters exiting the ramp must turn at an oblique angle and cross US-1 in order to enter the parking area. Once parked, boaters must walk across US-1 to return to the boat ramp. The existing boat ramp should be relocated to a safer area within Stock Island.

Other safety concerns were noted at key intersections along the study area. Florida Department of Transportation (FDOT) intersection crash data for intersections within the project corridor were examined. Findings indicate that rear-end vehicular crashes comprise a significant crash pattern within the project corridor. Rear-end crashes may be attributed to proximity of traffic signals, traffic congestion, driveways, and intersections as well as absence of clearly designated driveways. A follow-up study is recommended to assess this condition, however additional safety concerns associated with key intersections are summarized at the end of this section of the report.

Vehicle Crash Data Analysis	
Year	Safety Ratio
2001	1.2
2002	<1.0
2003	<1.0
*Safety ratios less than 1.0 indicate no significant crash patterns	



5.2 Visual Clutter

There is a general lack of uniform design for aesthetically pleasing signage, lighting fixtures, landscaping and storm water management along this section of the corridor. As per public input and general agency consensus, aesthetically pleasing signage announcing major destination points such as marinas, retail districts, and campgrounds on Stock Island should be provided along the corridor. Existing signage featured on south side of US-1 is visually chaotic and the City/County could consider implementation of signage



guidelines to streamline appearance of all signs in order to enhance visual quality along the corridor. Enhancement strategies should incorporate the golf course lining the bayside of US-1 as a scenic resource that allows ample viewing of greenery and open space. Shrubbery lining the golf course edge currently includes: gumbo limbos, medjools, washingtons, royal



poincianas, ficuses, and bougainvillea. Issues to be considered prior to implementation of landscaping on the bayside of the corridor include absence of a curb, setbacks/clear zones, and recovery zones. An existing swale collects storm water run off along the bayside of the western portion of the project corridor. Lighting

along the northern edge of project corridor consists of standard FDOT cobra lights on concrete poles. Existing roadway lights on the bayside of the corridor direct light towards the southern edge. Currently, there is an absence of substantial foliage on the median to block



illumination. Pedestrian-level lighting should be added to the southern portion of the corridor along the proposed streetscape. Another existing condition is a wide open area between the Coral Hammock residential development fence and the edge of US-1 pavement. Beautification of this area could include seating under the existing/saved ficus trees. However, based input gathered from Charrette participants, seating should not provide any “comforts” that will attract vagrants.

5.3 Bicycle and Pedestrian Issues



Overall, the following bicycle and pedestrian issues were identified along the entire corridor study area: lack of pedestrian crosswalks, lack of accessibility to bus stops, lack of continuous sidewalks and lack of median refuges. In order to improve continuity and access, a proposed pedestrian zone and bike lane is recommended along the oceanside of the corridor. The provision of pedestrian crosswalks and improved connections to the heritage trail will also provide safer access into Key West from both sides of the corridor.

The portion of the Florida Keys Overseas Heritage Trail along the golf course appears to be prone to flooding, impeding accessibility. Currently, the Overseas Heritage Trail ends at the Shell Gas Station near the entrance to Key Haven. The trail should be extended to MM 6 where the Boca Chica Underpass and Rest Stop is proposed on the Florida Keys Overseas Heritage Trail Master Plan. Municipal owned properties on Stock Island should be evaluated to determine present day use, possible future use as parks, and feasibility of establishing links between the US-1 corridor and these recreational areas. In addition, neighborhoods to the



north and south of the project corridor should be interconnected with one another as well as with the existing heritage trail.

Both proposed and existing portions of the Overseas Heritage Trail are located within the study area on the ocean side of US-1 (Overseas Highway) up to Mile Marker 6. From Mile Marker 6 to Mile Marker 4, proposed and existing portions of the trail are aligned on the bayside of US-1. Presently, the Cow Key Bridge has functional bicycle path on the bayside, while Boca Chica Bridge has a functional pedestrian walkway on the ocean side. A project is being planned to repave the bike path and add crosswalks to existing portions of the trail.

Existing back-out parking along south edge of US-1 should be replaced with a formalized bicycle lane and pedestrian corridor. Realignment of US-1 may be necessary in order to accommodate a bicycle lane. Proposed bicycle lane and pedestrian corridor should include the following streetscape/urban accessories: street trees, pedestrian scale lighting (human scale; 14 ft. mounting height), and furnishings (i.e. benches, trash receptacles, potted plants, etc.). It should be noted that Charrette participants favored a widening of the proposed sidewalk to allow for a shared bicycle/pedestrian facility that would safely separate bicyclists and pedestrians from motorists.



5.4 Landscaping

Selection of foliage should focus on the use of native species that are indigenous to the lower keys. Plant species that are both drought and salt tolerant are preferred. A joint participation agreement (JPA) between FDOT and Monroe County will be needed in order to determine responsibilities for maintenance of new landscaping within the right of way. Irrigation is available via 2-3 small and shallow wells as well as independent systems located on the bay side of the corridor.

5.4.1 Median Landscaping

Suggestions gathered from the public involvement charrette emphasized a need for a landscape theme that would communicate a “sense of arrival” to motorists. A continuous row of palms lining the center of the median would further



emphasize this proposed theme. The median along the western portion of the project corridor has a non-mountable curb, thus allowing opportunity for substantial landscaping. However, median modifications may be necessary in order to incorporate palms or other trees with large diameter trunks. Large and medium sized native salt-tolerant palm species



such as Medjool Date (*Phoenix dactylifera*) or Cabbage Palm (*Sabal palmetto*) are preferred for median plantings. However, Medjool Date Palms are not cost effective. Cabbage Palms are cost effective, resistant to most diseases and are readily available. Furthermore, the type of

landscaping in this area will be subject to FDOT’s sight visibility and clear zone criteria.



Currently, the median on the East side of the corridor collects storm water run off from the pavement. The eastern portion of the project corridor lacks a median curb which prevents adequate conditions for incorporation of substantial landscaping. However, the salt-tolerant Florida Thatch Palm can be incorporated in unprotected medians due to their frangible nature in crash situations. A non-mountable curb (six-inch vertical curb) would allow for substantial landscaping by protecting trees and other plants from damage caused by erosion. Implementation of a non-mountable curb would necessitate a periodic flume (a concrete structure on the ground at the edge of the pavement that prevents erosion) in order to accommodate storm water runoff. Depending on the slope of the flume, friction blocks might be needed to counteract the velocity of flowing storm water. Currently, storm water flows through catch basins on the median directly into the mangroves. Storm water run off should be collected and pre-treated before it reaches the mangroves in order to protect this foliage. The median on the West side of the corridor is presently curbed. However, the width of the median may not be sufficient to accommodate palms or other trees with large diameter trunks. The recommended median width is 16' to accommodate the recommended design features.

5.4.2 Bayside Landscaping

Existing foliage along the bayside of the project corridor is sufficient. However, due to



safety concerns expressed by charrette participants regarding vagrants in the immediate vicinity, this area will require under story shrub removal/thinning as well as removal of exotic species found on both the golf course and City



property. Clearing of this foliage will improve surveillance of the area for users of the Overseas Heritage Trail. A “gateway statement” on the east end of the corridor was suggested by charrette participants. During the Public Charrette, it was suggested that the incorporation of tropical plants featured by the Key West Botanical Garden could be utilized to both highlight the presence of this facility at the west end of the study area and incorporate unique elements for a gateway statement. This statement will be comprised of landscaping and iconographic architectural features such as columns, walls and signage. A sign easement will be needed and can be procured within the US-1 Corridor for this entrance feature. The existing electrical substation located on the on the eastern bayside of the project corridor should be screened with taller trees to assimilate the facility with existing surroundings. Hurricane safety issues would have to be further examined before changes are made to surrounding substation landscaping.

5.4.3 Oceanside Landscaping

Low landscaping between US-1 pavement and proposed independent pedestrian walkway will enhance the scenery in areas fronting the future library parcel and the Coral Hammock Residential Community. An urbanized streetscape that incorporates street trees with tree pits and grates as well as site furnishings will provide a streamlined appearance for areas along the oceanside fronting existing retail establishments. The Florida Thatch Palm (*Thrinax radiata*) is salt tolerant and attains a maximum height under 20 feet, allowing for planting under power lines. The Cabbage Palm is also salt tolerant and available in a size that is adequate for streetscape uses. Low overhead utility lines can be relocated in order to accommodate street trees along the edge of the US-1 right of way.



5.5 Parking

5.5.1 Parking along Oceanside of Project Corridor



Existing back-out parking along south edge of US-1 should be replaced with a formalized bicycle lane and pedestrian corridor. Relocation alternatives for retail/business parking include relocation behind existing buildings, utilization of on-street parallel parking in front of

existing buildings, and/or city-owned public parking facilities/lots servicing surrounding areas. The existing road behind buildings is a dead end in both directions and delivery trucks are forced to back out of these rear roads,



making delivery of goods more difficult. As a result, land should be acquired in order to allow access to US-1, making public parking behind business more accessible and facilitating delivery of goods. Since the Keys are quite dependent on delivered goods, a designated area should be set aside as a rest stop for truckers. A consensus was gathered from Charrette participants to convert Suncrest Road (the street one block south of US-1 that runs parallel with US-1 and intersects with Cross Street) into an alley that features continuous 90° parking along the north edge. Small trees will be planted under the relocated power lines to beautify the alley. Parallel parking along the southern edge could be continuous and used as an extra lane for hurricane evacuation. Further analysis of current hurricane evacuation procedures would be required to determine if all lanes are currently utilized during evacuations and if an extra lane would be beneficial to evacuation efforts. Otherwise, parallel parking could be defined by bulb outs (physical curb structure extending out to travel lane that defines curb)



that shorten the distance traversed by pedestrian crossings and allow additional areas for landscaping. This new streetscape edge may facilitate redevelopment of existing retail that embraces pedestrian activity. Charrette participants favored relocation of existing back out parking to the rear alley.

5.6 Access Management

5.6.1 Access Management Issues West of MacDonald Avenue



According to FDOT Access Management Classifications, this portion of US-1 has been designated Class 5. Class 5 standards indicate spacing between full median openings should not be less than $\frac{1}{4}$ of a mile and spacing between partial median openings should be 600 feet. In addition, class 5 standards indicate drive way spacing should measure 245 feet, while minimum spacing between traffic signals should not be less than $\frac{1}{4}$ of a mile. Based on observations of the project corridor, existing conditions on this portion of the corridor do not meet indicated Class 5 standards.

5.6.2 Access Management Issues East of MacDonald Avenue

According to FDOT Access Management Classifications, this portion of US-1 has been designated Class 3. Class 3 standards indicate spacing between full median openings should not be less than $\frac{1}{2}$ of a mile and spacing between



partial median openings should be 1,320 feet. In addition, class 3 standards indicate driveway spacing should measure 440 feet, while minimum spacing between traffic signals should not be less than $\frac{1}{2}$ of a mile. Based on observations of the project corridor, existing conditions on this portion of the corridor do not meet indicated Class 3 Standards.



5.6.3 Boca Chica Bridge

The Bridge features a crossing allowing access to the Oceanside where there is an existing pedestrian path across the Boca Chica Channel. Currently, there is no functional bicycle path on the Boca Chica Bridge. A cantilevered 8' wide 2-way bicycle path adjacent to the existing pedestrian walkway on the Oceanside, approximately 8 feet in width was recommended as per the FKOHT Master Plan. An underpass (MM 6) is also proposed in the Master Plan to provide safe access for trail users across US-1, by eliminating interaction between vehicular traffic and trail users. A rest stop is also proposed at MM 6. Enhancements for this rest stop site include a shelter and benches as per the FKOHT Master Plan.

5.7 Historic and Architectural Resources

Much of Stock Island's architecture consists of houses and businesses built in the 1950s and 1960s. Stock Island is home to the Florida Keys Community College, Florida Keys Memorial Hospital, Tennessee Williams Fine Arts Center, and several Monroe County offices. The "Historic Architectural Survey of Unincorporated Areas of Monroe County, Florida" cited the Daewoo Dealer (1948) located at 5200 Overseas Highway as eligible for Listing in the National Register of Historic Places.



Former Daewoo Dealer located on US-1 at Cross Street



5.8 Project Corridor Intersections

5.8.1 US-1 at West College Road Intersection



This intersection currently lacks pedestrian crosswalks, bicycle features, and accessibility to bus stops. In addition, lack of median openings do not allow for left turn access to businesses along the Oceanside. Moreover, existing median width does not

adequately accommodate left turns. U-turns are prohibited, further restricting access to businesses along the Oceanside of the project corridor. Enhancement

of this intersection should include a partnership with the Botanical Gardens to implement entry landscaping that highlights their unique style of landscaping. Key West Botanical Gardens, the last undeveloped native hardwood hammock in Key West, was recommended as a trail head in the Florida Keys Overseas Heritage Master Plan. The bike path would take trail users to the garden entrance. Proposed trailhead amenities include: a new shelter, restroom, water fountain and five parking spaces.

5.8.2 US-1 at Cross Street Intersection



Signal timing is an area of concern. Intersection features a crosswalk with signal; however, it lacks a sidewalk along the Oceanside. Development of high density housing units will result in increased pedestrian traffic along the project corridor, increasing need for pedestrian facilities. U-turns are currently prohibited at this intersection. Exclusive westbound left turn lane is not long

enough to accommodate existing high traffic volumes. All other exclusive left turn lanes along the project corridor have sufficient length to accommodate turning vehicles.



5.8.3 US-1 at MacDonald Avenue Intersection



MacDonald Avenue traverses US-1 at an angle, reducing pedestrian visibility. This intersection lacks a pedestrian signal and traffic signals are not clearly visible to pedestrians due to the signal's angle. Suggestions gathered from the

Public Charrette focused on relocation of the traffic signal to

5th Street. However, this requires modification of the intersection due to queue lengths at Jolly' Beer, Wine and Liquor Store. Posted speed limits are 35mph west of MacDonald Ave. and 45mph east of MacDonald Ave. A free flow right turn lane on the eastbound side of US-1 which provides access to MacDonald Avenue may impede proposed bicycle/pedestrian lane. Furthermore, vehicles were observed traveling at high speeds via this free-flow right turn lane, raising concerns about pedestrian/bicycle safety. Speed limits should be reduced to 35 or 40 mph from Boca Chica Bridge, west. A pie-shaped parcel located on the southeast corner of this intersection features landscaping that blocks visibility and is hazardous to the safety of pedestrians and bicyclists. The city/county should acquire this pie-shaped parcel and transform it into an urban park which features simple street trees, sod and one-way access lanes on each side. The proposed park could serve as gathering place for island festivities. Enhancement efforts should incorporate small under story trees to accommodate existing low-lying power lines.



5.8.4 Jolly's Beer, Wine and Liquor near US-1 and 5th Street

Establishment features a drive through lane which may contribute to queue on US-1. Drive thru access from US-1 to Jolly's should be closed off. Queue line should be redirected to MacDonald Avenue or reconfigured.



5.8.5 US-1 at 5th Street Intersection

Intersection features a curb, gutter and ADA ramps. Area adjacent to Burger King on 5th Street consists of vacant lots and residential areas.



5.8.6 US-1 at 3rd Street Intersection

An emergency flashing light is located at the intersection of 3rd Street and US-1. Residents have expressed concerns that these lights do not effectively slow down motorists and alert their attention to the Community College. Existing frontage road east of 3rd Street is in close proximity to US-1 which complicates movements at this intersection. If this frontage road is blocked, stopped traffic may be forced to back out onto US-1. Recommendations for this intersection include elimination of the frontage road and implementation of rear access to parcels. Proposed developments on vacant parcel fronting US-1 at 3rd Street include the Keys Federal Credit Union and Library. See Appendix B for Keys Federal Credit Union Site Plan. Based on increased traffic due to new developments as well as indications from charrette participants of frequent use of this intersection, US-1 and 3rd Street should serve as the major intersection for Stock Island.





5.8.7 US-1 at Key Haven Road Intersection



Opportunities for enhancement of Key Haven Road intersection include: a gateway statement at the Key Haven entrance and rezoning land across from the Shell Gas Station to residential uses. Two pedestrian crashes occurred at this intersection between 1991 and 1995. Deficiencies at this intersection include lack of bicycle/pedestrian warning signs on Key Haven Road and inadequate street lighting. A grade crossing at Key Haven Road was discussed in the FKOHT Master Plan as a means of improving pedestrian/bicycle safety. Currently, the Overseas Heritage Trail ends at the Shell Gas Station near the entrance to Key Haven. The trail should be extended to MM 6 where the Boca Chica Underpass and Rest Stop is proposed on the FKOHT Trail Master Plan. The intersection between Key Haven Road and Key Haven Boulevard should be redirected so that boulevard's intersection with Key Haven Road does not occur within the US-1 right of way.



6.0 Conceptual Design Alternative

6.1 Stock Island Architectural Style

Based on input from the Public Charrette participants, as well as input from other local area businesses, a Bahamian/Caribbean vernacular consistent with island architecture is suggested as an architectural style for the US-1 corridor. Island architecture is characterized by simple gabled roof with standing seam roof materials. The cladding on the walls is wood or a wooden-like material presented in horizontal planks. Simple slender posts serve to support overhangs or porch-like attachments at the front. The architecture can be characterized as a tropical version of the Florida “Cracker” vernacular architecture. Windows are simple with a vertical orientation and are protected from adverse weather by shutters. Bahaman shutters or “colonial shutters” flank the windows and are ornamental as well as functional architectural elements. Future redevelopment along the corridor should encourage residential or office units above first floor retail or office. Second story balconies with balustrades are an integral part of Island Architectural Style.

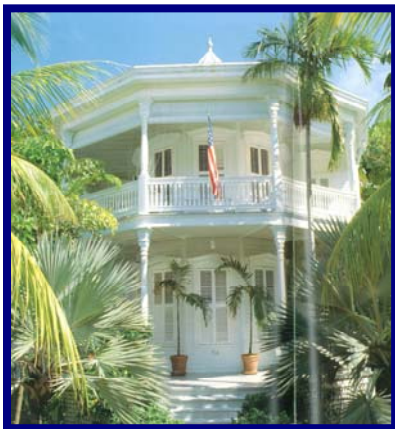


6.2 Architectural References

The following photos presented on this page are derived from 'The Houses of Key West' by Alex Caemmerer, 1992.



This photo illustrates the use of “typical” Island/Key’s Architecture construction elements such as the railed balcony, slender columns, wood plank siding and vertical window treatments with shutters.



This photo shows the same characteristic Island/Key’s Architecture treatments as illustrated in the previous photo. The shutters are unopened Bahaman Shutters.

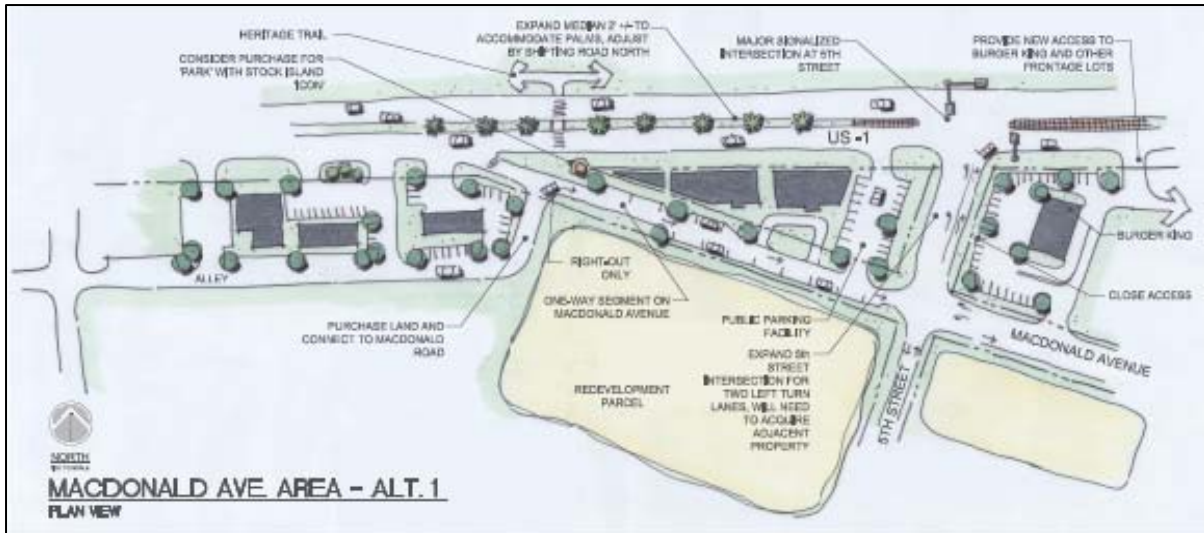


This photo provides a close-up view of integral Island/Key’s Architectural elements. The shutters are designed to reflect the arched shape of the windows.



6.3 Schematic Design Concepts

MacDonald Avenue Area Alternative 1



Alternative 1 proposes a one-way segment along MacDonald Avenue from US-1 to 5th Street and a two way segment beginning at 5th Street. Purchase of land south of businesses fronting US-1 is recommended in order to allow for an alley that connects to MacDonald Avenue. Eastbound traffic exiting alley flows out onto MacDonald Avenue via a right-turn only lane. A public parking facility is featured on the northwest corner of MacDonald Avenue and 5th Street intersection. Existing access to Burger King along 5th Street is closed and relocated to a new access point along US-1 just east of 5th Street. US-1 and 5th Street intersection is expanded to accommodate two left turn lanes. Western section of existing pie-shaped parcel located at MacDonald Avenue and US-1 intersection should be acquired by the county in order to establish a park that features a Stock Island “Icon.” The existing US-1 median is expanded by approximately 2 feet in order to accommodate salt-tolerant native palms species along the median.



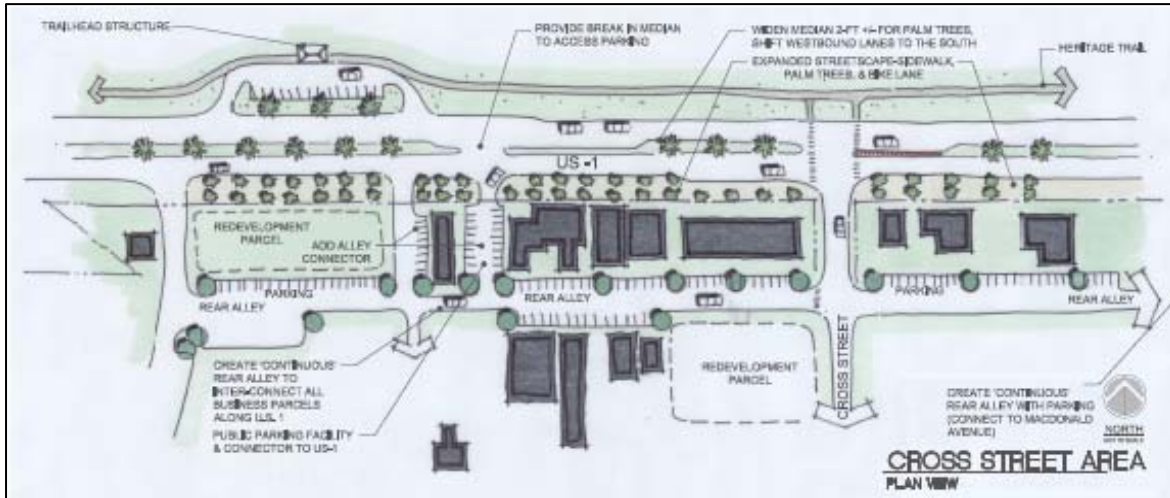
MacDonald Avenue Area Alternative 2



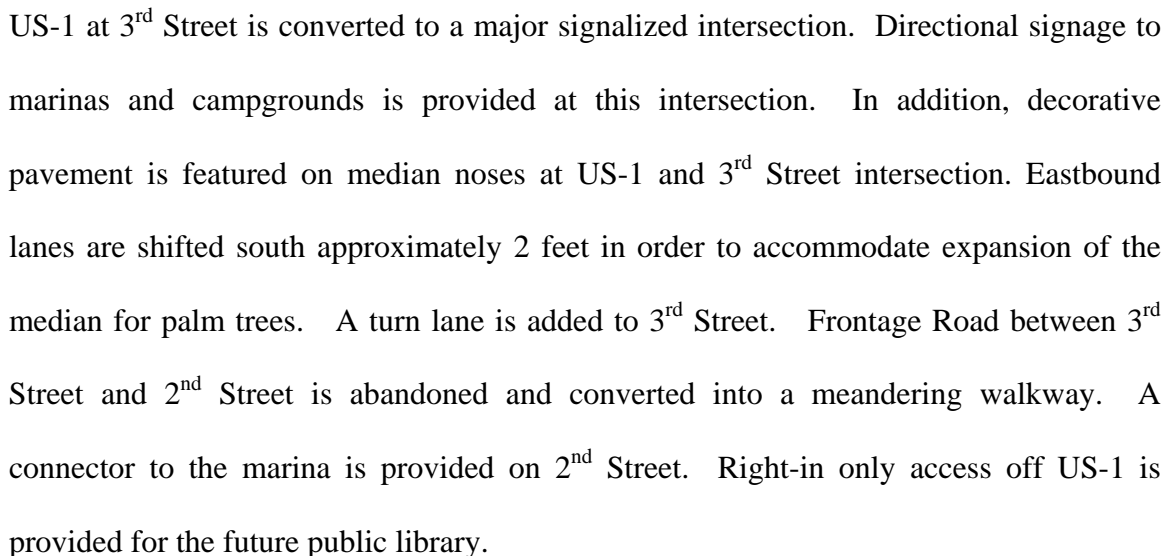
Alternative 2 features a reconfigured right of way along MacDonald Avenue in order to establish a central park and provide direct linkage between the alley, MacDonald Avenue, and 5th Street. The central park features a Stock Island “Icon” and one-way pairs around the park. US-1 at 5th Street is converted to a major signalized intersection. The 5th Street and US-1 intersection is expanded to accommodate two left turn lanes. Property located immediately west of 5th Street and US-1 intersection should be acquired in order to accommodate left turn lanes. Fifth Street access to lots located on the northeast corner is closed and relocated to a new access point along US-1, just east of 5th Street. Right-of-way along the 4th Street corridor is reopened to provide linkage to US-1. A right-in/right-out intersection is featured at US-1 and 4th Street. Alternative 2 is the preferred alternative for the MacDonald Avenue Area.



Cross Street Area

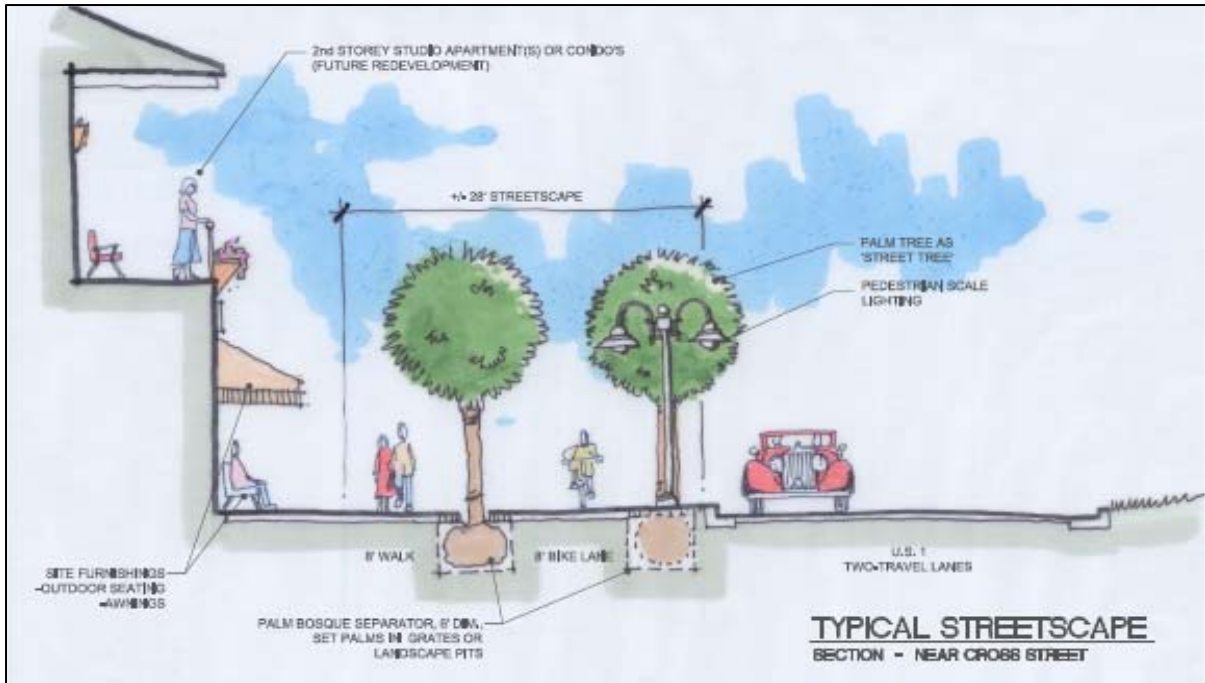


A continuous rear alley with parking is provided to connect all business parcels along US-1. Rear alley also connects to MacDonald Avenue. Two alley connectors providing access to US-1 are provided as well as a public parking facility. A break in the median along US-1 provides access to the public parking facility. The existing US-1 median is expanded by approximately 2 feet in order to accommodate palms along the median. Westbound lanes are shifted south in order to accommodate expansion of the median. Streetscape and sidewalk along the ocean side of US-1 are expanded to accommodate Palm trees and a bicycle lane.





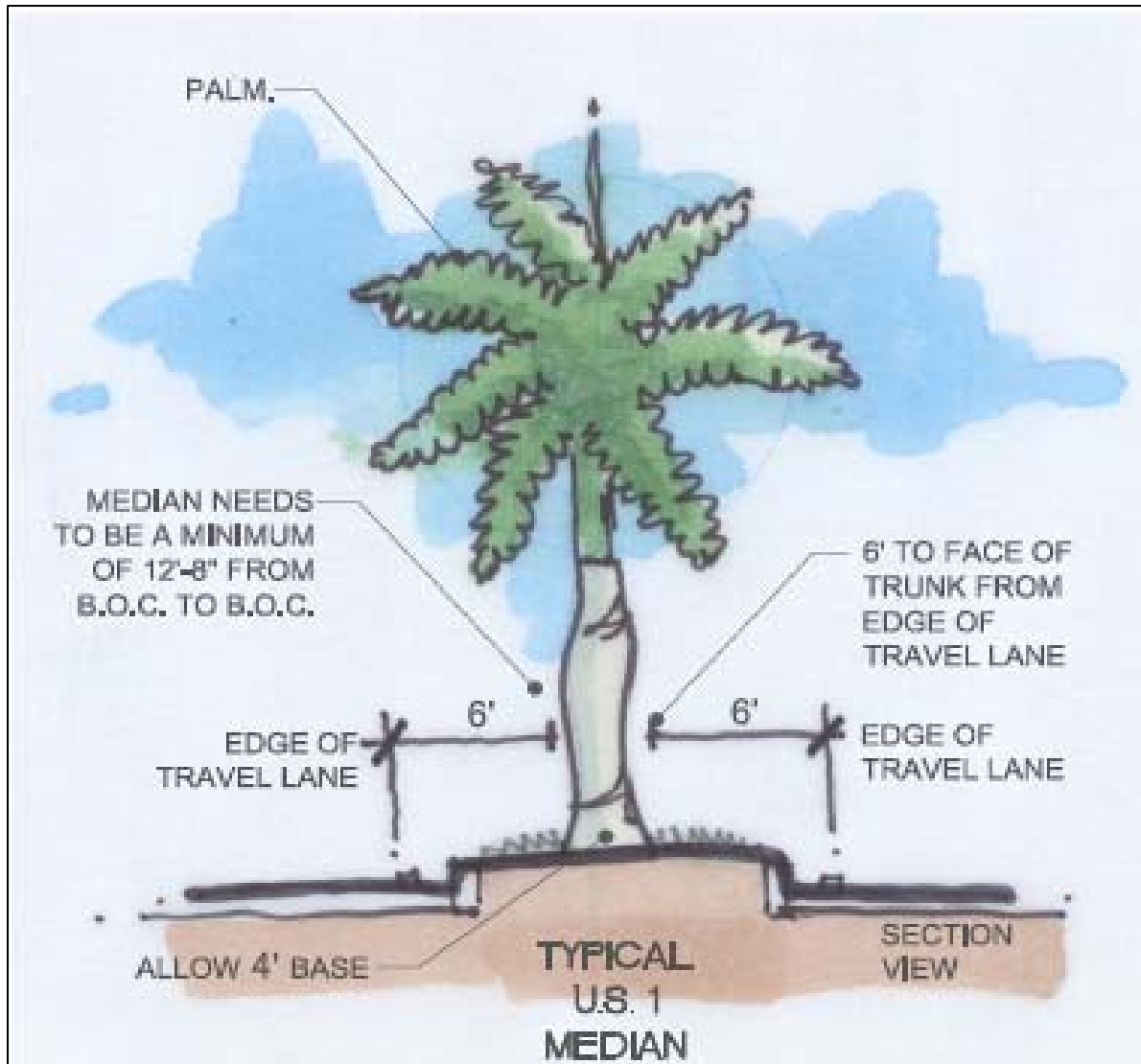
Typical Streetscape Section near Cross Street



The typical section near Cross Street features approximately 28 feet of streetscape area which includes an 8 foot pedestrian walkway, 8 foot bicycle lane and pedestrian scale lighting fixtures. Site furnishings include outdoor seating and awnings. Future redevelopment features 2nd story studio apartments or condominiums. Palm trees are set in grates or landscape pits which include palm bosque separators approximately 6 feet in diameter.



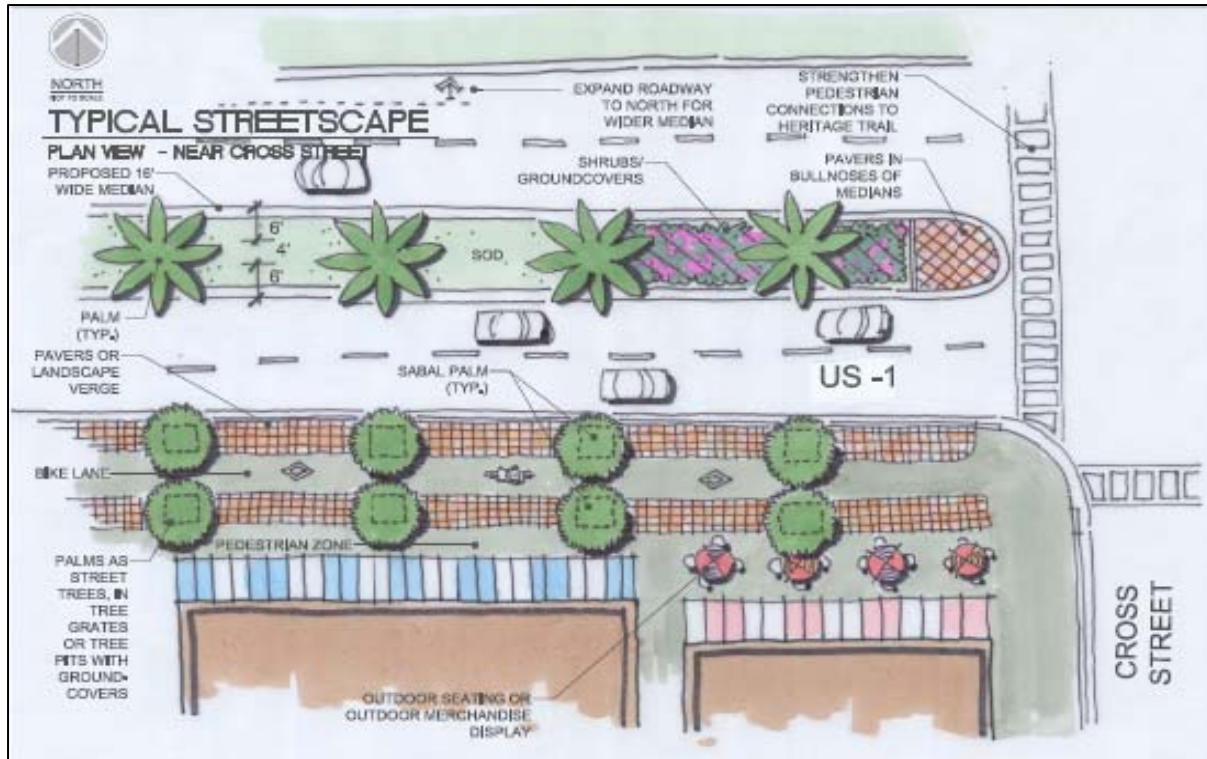
Typical US-1 Median



Typical US-1 median features 6' open area between face of tree trunk and edge of travel lane. In addition, median needs to be a minimum of 12'-8" from back of curb (B.O.C.) to back of curb. Overall, median will feature salt tolerant native palms species and a 4 foot base.



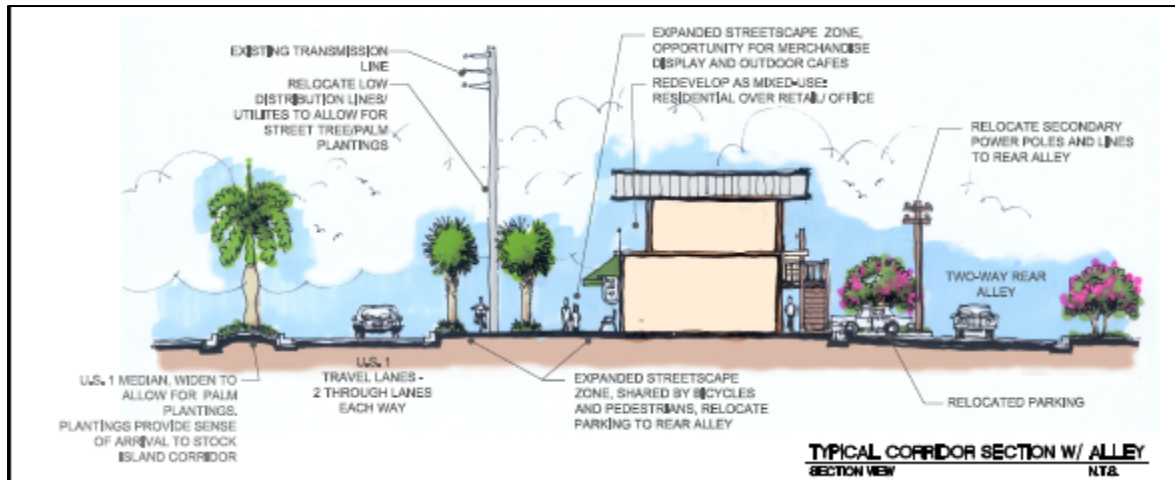
Typical Streetscape Plan View near Cross Street



The typical streetscape near Cross Street features areas for outdoor seating or outdoor merchandise display. The bicycle lane (minimum 4' wide) and pedestrian zone is lined with pavers and Sable Palm trees, each planted in tree grates or tree pits with ground covers. Pedestrian connectors to the Florida Keys Overseas Heritage Trail are clearly marked on the US-1 pavement. Roadway along the westbound portion of US-1 is expanded north to allow for a 16 foot wide center median which features palms, shrubs, and pavers on median bullnose.



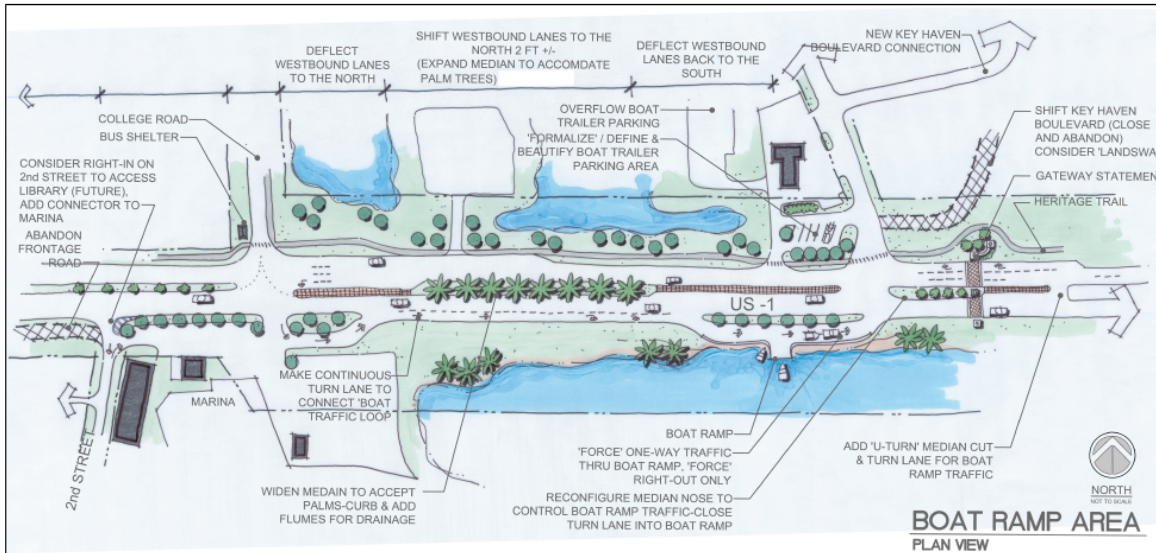
Typical Corridor Section with Alley



The US-1 median is widened in order to accommodate palms which provide a sense of arrival to the project corridor. The US-1 corridor features 2 through travel lanes in each direction. Low-lying distribution power lines and secondary power poles are relocated to rear alley to allow for street tree/Palm plantings. Retail/business parking is relocated to rear alley. Rear alley accommodates two-way traffic. Expanded streetscape zone features a bicycle lane and pedestrian zone. In addition, areas along streetscape fronting retail/business are provided for outdoor cafes and merchandise display opportunities. Existing retail/business establishments should be redeveloped as mixed-use to allow for 2nd story residential units.



Boat Ramp Area Plan View



Frontage road near 2nd Street is abandoned and right-in on 2nd Street is provided to access the future library. A connector to the marina is also added. A bus shelter is provided at East College Road and US-1 intersection. US-1 westbound lanes are shifted north approximately 2 feet to allow for an expanded median to accommodate palm trees. Flumes are provided along the median for drainage. A continuous turn lane to connect boat traffic loop is provided along the eastbound portion of US-1 near East College Road. One-way traffic as well as right-out only through existing boat ramp is provided. Median nose near Key Haven Road is reconfigured to control boat ramp traffic by closing off turn lane into boat ramp. Overflow boat trailer parking near Key Haven Road and US-1 intersection is formalized and beautified. US-1 westbound lanes near Key Haven Road are deflected back to the south. Existing Key Haven Boulevard is closed and abandoned. A new Key Haven Boulevard connection is provided further north along existing Key Haven Road. A gateway statement is provided along the Florida Keys Overseas Heritage



Trail east of Key Haven Road and US-1 intersection. A U-turn median cut and turn lane for boat ramp traffic is provided along US-1 east of proposed gateway statement.